The Autocar

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PRICE'S **ENERGOL**

the "oiliest" oil in winter or summer.
Endorsed by the majority of leading car manufacturers.

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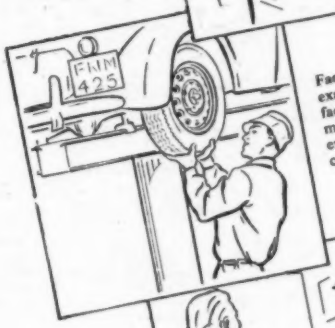
VAUXHALL SERVICE CARS

The Sign of
Square Deal Service

Your dealer will welcome you. There will be no charge or obligation.



Factory-standard examination by factory-trained mechanics covers every part of your car.

Written report shows exactly the work needed to give your car a clean bill of health.

Vauxhall owners can have their cars comprehensively examined without cost or obligation, before Summer motoring begins. As part of Square Deal Service, nation-wide free check-over weeks will be run by Vauxhall-Bedford dealers during February and March.

WORK ONLY AT YOUR REQUEST

The free check-over provides an expert diagnosis of the condition of your car. No work will be undertaken except at your request. Should you wish to authorise any work, then it will be carried out at Vauxhall-Bedford Standard time rates. This means that you know *in advance* exactly what any job will cost.

This is the time of year when it is most valuable to know the condition of your car. See your Vauxhall dealer today. He will be glad to make an appointment during his free check-over week.

VAUXHALL MOTORS LIMITED · LUTON · BEDFORDSHIRE

For High Performance at LOW COST

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CAR BATTERIES

THE EDISON SWAN ELECTRIC COMPANY LTD., PONDERS END, MIDDLESEX

Branches in all principal towns

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Please note our only Mail Order Address is 379-381, EUSTON ROAD, N.W.1
Terms: Cash with order or C.O.D. up to 15 lb. weight. Send for free accessory list.

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4½-gallon containers. Repainted and in first-class condition. Pressure tested. Post 1/6. Each **9/6**

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6 or 12 volt **19/6** Post 9d.

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Breast Drills, 2-speed as illustrated each **22/3**
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For most popular cars. State nut size when ordering. Each **3/6**
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No damage to bodywork. Straps on. Suitable for trunks. **97/6**
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Desmo Universal. Each **5/-**
DesmoAustin only. Each **5/-**
Wilmot Breeden, Austin only. Each **15/-**
Wilmot Breeden, Ford, Jowett. Each **15/6**
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TIE & BADGE BARS Chromium Plated.

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Distance between bolt holes, 26in., 27in., 29in., 30½in. and 34½in. Each **15/-**

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16½in. and 23in. between bolt holes Each **15/-**
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Suitable for all grease guns. 6 oz. tins graphited, 1/-. Post 6d. 1 lb. cartons plain, 2/3. Post 8d. 7 lb. cartons plain, 6/9. Post 1/-.

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All rubber head 5/- each.
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Please send patterns and prices of your upholstery covers for my.....car.....model.....year

Name.....
(BLOCK LETTERS PLEASE)

Address.....

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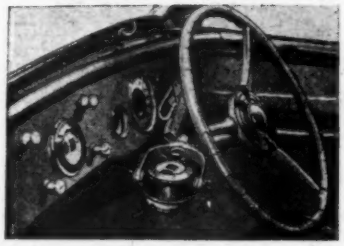
The Autocar, February 24, 1950

ARE YOUR BRAKES *RIGHT?*

STAND ON EVERYTHING!—and you may be shocked to find your brakes don't hold as they used to. Probably you thought they were all right. Many drivers are deceived because good brakes wear down so *gradually* — you don't notice any change from day to day, especially if you're careful and rarely brake hard. Don't wait for an emergency: be ready, and see that your *brakes* are ready!

. . . you can easily be *wrong*

JUST IN TIME. Usually, adjustment restores full brake-power. But when your repairer suggests inspecting the linings, you may find them like this. These linings might be safe a little longer — but you'd risk the expense of scored drums. You *might* risk a needless tragedy.



BETTER THAN GUESSWORK. Any experienced repairer can judge the condition of your brakes by trying them. But better than anyone's judgement is the Ferodo Brake Meter, used by garages displaying the Ferodo Brake Test sign. This meter is instantly clamped to your car, and inside 5 minutes gives *accurate* efficiency and stopping distance figures. It shows if adjustment is needed — then shows the result. You receive a formal certificate of the test.

ASK YOURSELF—

1. Does pedal go down nearly to floor?
2. Do brakes grab, chatter, or make grinding sound?
3. Are brakes unresponsive? Do they fail to respond to increased pedal pressure?
4. When you brake, does steering pull to one side?

If the answer to any of these questions is "Yes," your brakes need attention—quickly. But even without an obvious fault, they may be deceiving you dangerously. A test will tell.

For Your Dashboard—this neat little Ferodo Brake Efficiency Indicator. From garages, 30/-. Or from Ferodo Ltd., 31/6d., including postage and packing.

WITH good brakes, you're master of your car. You have full control on hills and curves, you're sure of a smooth, straight stop on any surface. This confidence comes from *regular* testing and adjustment.

When your brakes finally need relining, your garage will fit the correct Ferodo grade, matched to the conditions of friction, heat, and pressure in *your* brakes.

Ferodo research keeps abreast of every development in car design and performance. You can safely follow the example of most British motor manufacturers, who rely entirely on Ferodo for brake and clutch linings.

FERODO LTD., CHAPEL-EN-LE-FRITH. *A Member of the Turner & Newall Organization*

Ferodo Brake Testing garages display this sign —a postcard brings the address of your nearest

Test your brakes when you change your oil—every 2,000-3,000 miles

PRESCRIBE AN "ALMOND" CARAVAN HOLIDAY FOR THE FAMILY—

Un-restricted freedom for the children and a lazy, healthful holiday for the grown-ups. The "Almond" brings with it the most up-to-date facilities for Cooking, Heating, Lighting, Washing-up and even for Resting. A Tonic holiday for all assured.

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1939 **AUSTIN** Goodwood Saloon, black/blue, low mileage and in excellent condition **£495**

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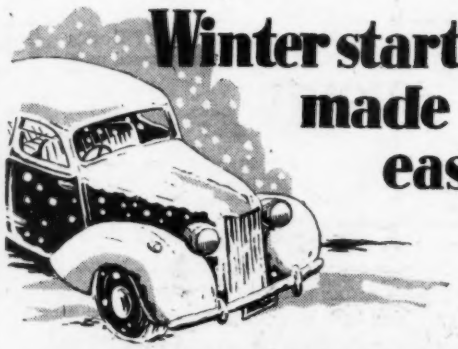
Please call and inspect the large range of cars on show, and remember that all are covered by our famous 4 Star Guarantee.

USED CARS
IN UNIVERSITY CONDITION

Winter starting made easy!



Winter takes a heavy toll of your battery and the finest car will give poor performance when the battery is out of condition. The Davenset Model 'H' keeps your battery full of life and ensures quick and easy starting at all times. A compact charging unit for A.C. mains 200/250 volts to charge 6 volt or 12 volt batteries at up to 2½ amps.

Obtainable through any Garage, Electrical Shop, or the London Store or carriage paid from the makers.

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N.B.—For 6 volt batteries ONLY the Model H.O. is available which will re-charge the battery overnight at 4 amps.

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★ MODEL 'H'
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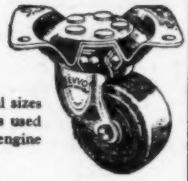

We do not make extravagant claims for our products but, size for size, Revvo Castors are STRONGEST because they swivel on a PATENT BALL RACE, eliminating the centre rivet or bolt which is a serious weakness in castors. Industrial sizes from 2" to 10". Wheels iron or rubber. As used for all mobile equipment, motor works, engine stands, garage equipment, etc., etc.

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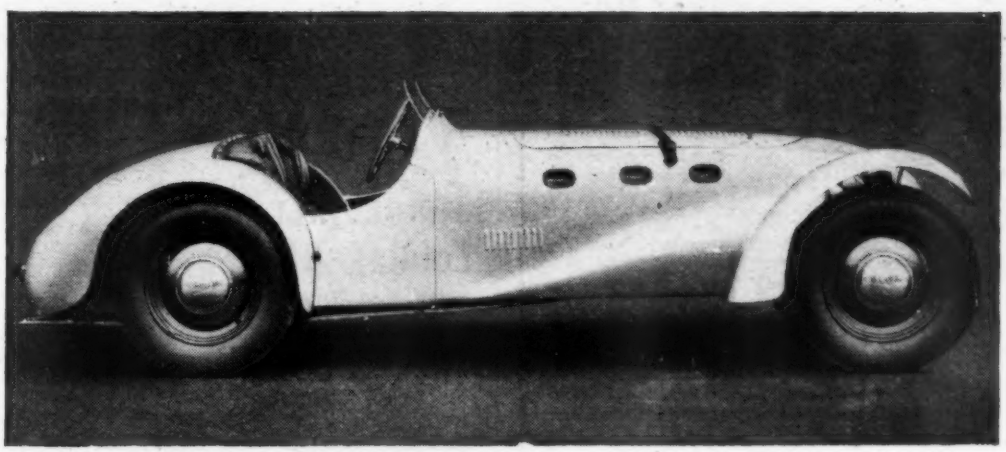

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Powered by a V8 4.4-litre engine giving 120 b.h.p., has a Dion-type rear axle with a ratio of 3.5-to-1, coil suspension and a dry weight of 2,000 lbs.

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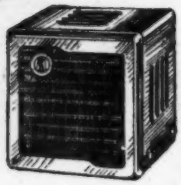

MODEL 500. Remote Control. A model renowned for its fine tone. Separate small control head fits below dash panel. Receiver size 6½ × 7½ × 6½. Retail: at 22 Gns. Plus Pur. Tax.

MODEL 700. Single unit. Snap tuning makes this unique in motor radio receivers, four stations can be pre-set in addition to free tuning on both wavebands. Fitted Tone Control. Retails at 22 Gns. Plus Pur. Tax.

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These small, compact motor radios give tone and reception comparable with the best home set. They are easily fitted and will merge unobtrusively with any dash panel.

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20.3%

INCREASED M.P.G.

40% FASTER ACCELERATION

5 M.P.H. FASTER ON HILL

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Quoted from "The Autocar" of 3rd February, 1950, relative to REDEX Conversion on a 12 h.p. car

"The result of the 'conversion' carried out on the engine, but not gear box or axle of a 1935 12 h.p. six-cylinder car submitted by the writer was impressive. The distance required to reach 30 m.p.h. from 15 m.p.h. was reduced by 42 yards, petrol consumption at a steady 25 m.p.h. (but including the acceleration and hill-climb test) was increased from 23.9 to 29.5 m.p.g., and in the hill test the speed at the summit, from a 15 m.p.h. start, was increased from 35 to 40 m.p.h. Compressions were slightly improved and equalized.

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Ask for your Conversion Record at any of the 3,000 REDEX Official Stations

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1 gall. cans XL. or X.X.L. maintains viscosity at high temperature OUR PRICE **6/6** Flushing Oil, 5/6. Gear Oil, 6/6. Carr. 1/6.

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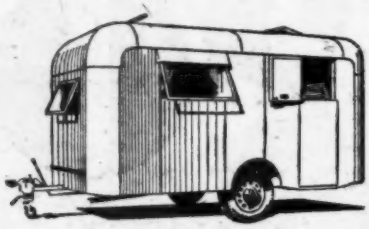

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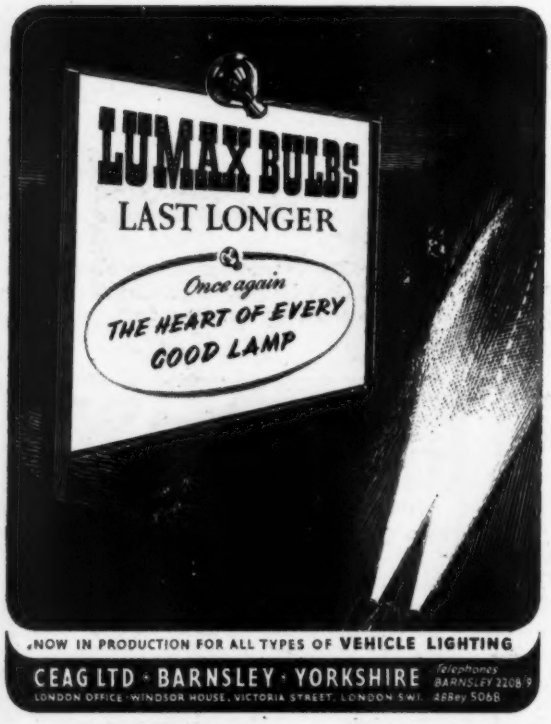

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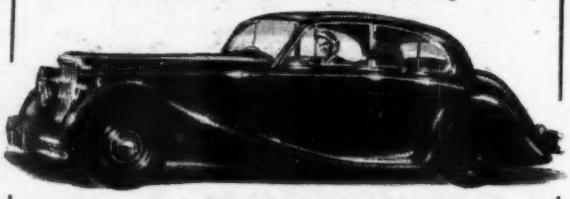

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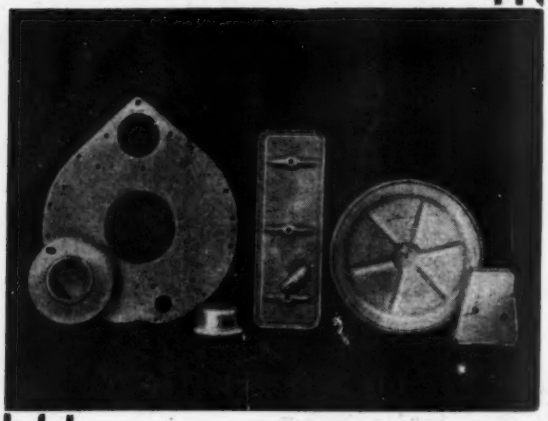

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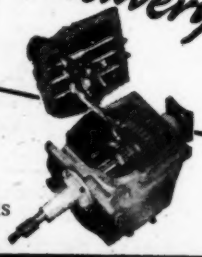

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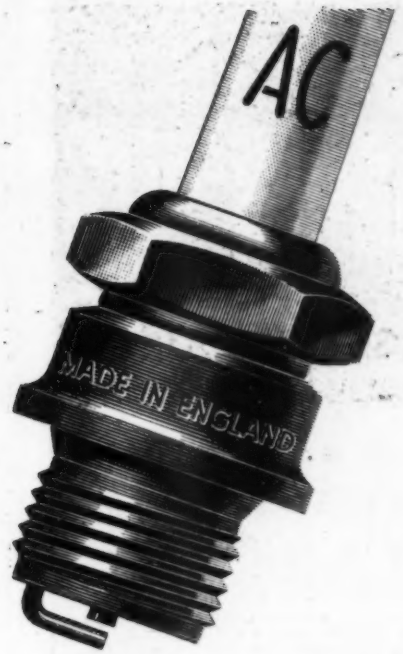

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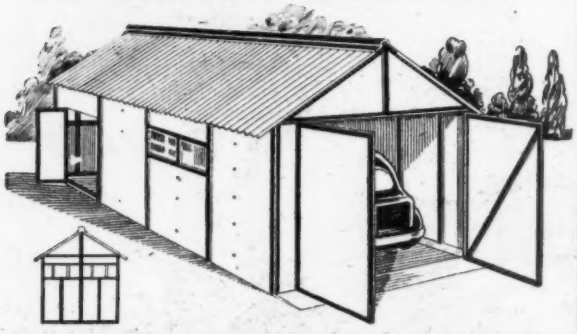

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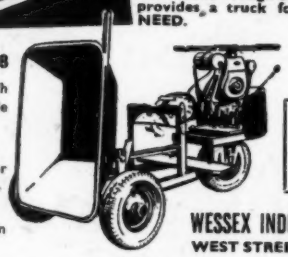

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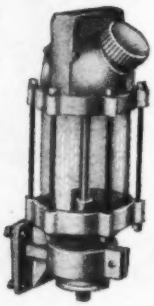

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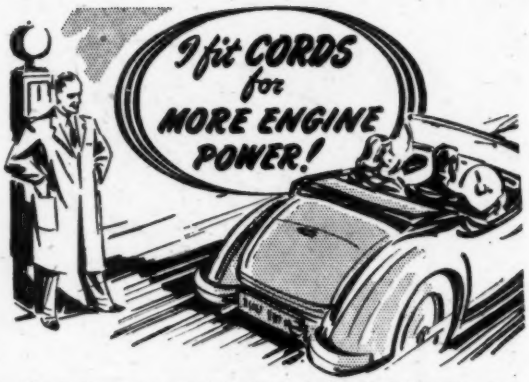

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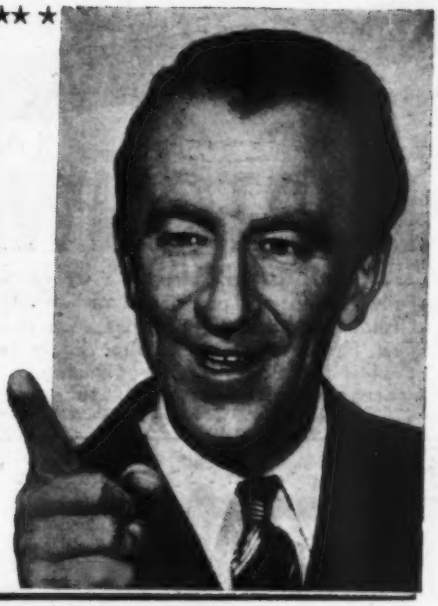

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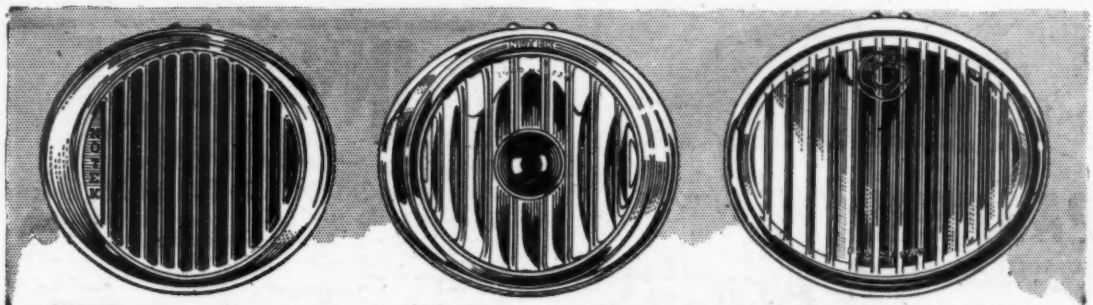

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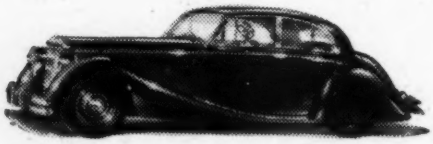

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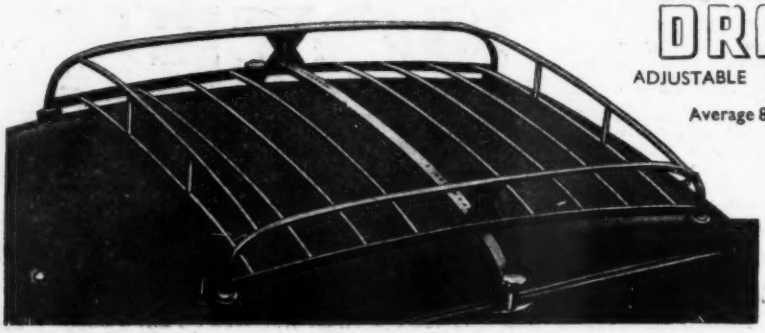

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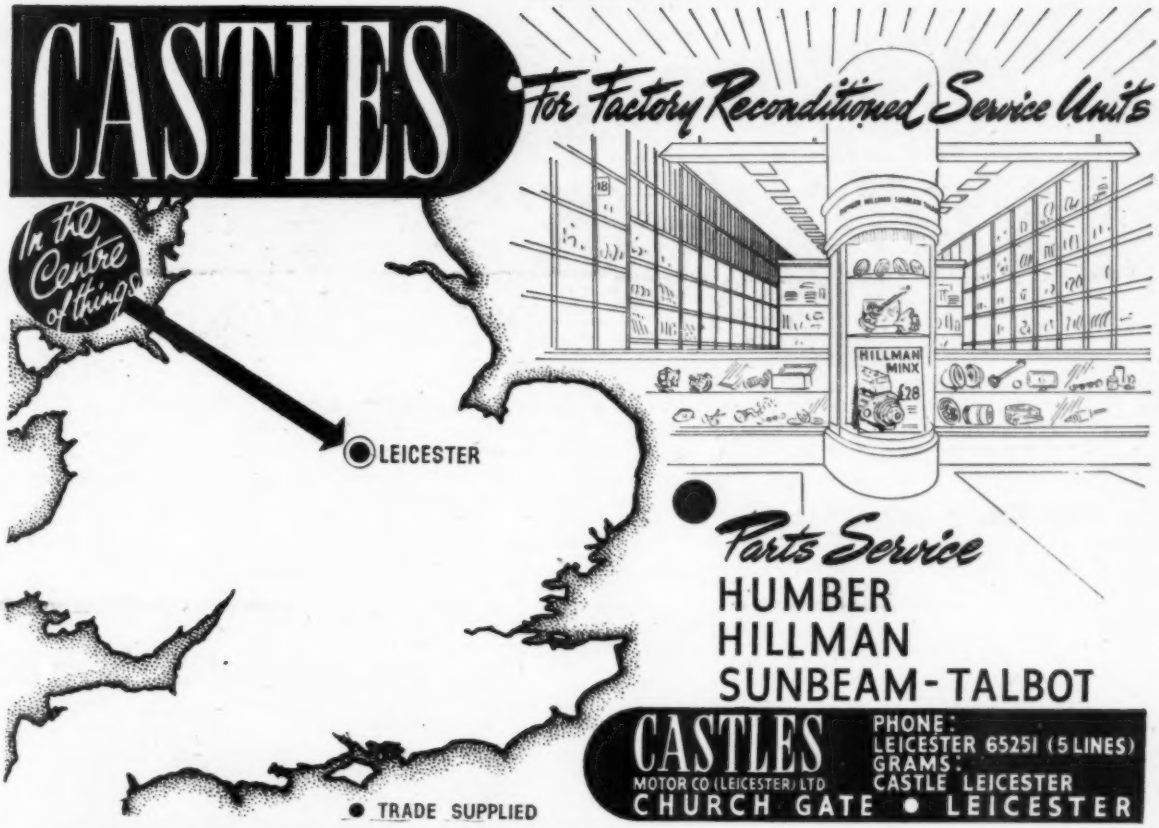

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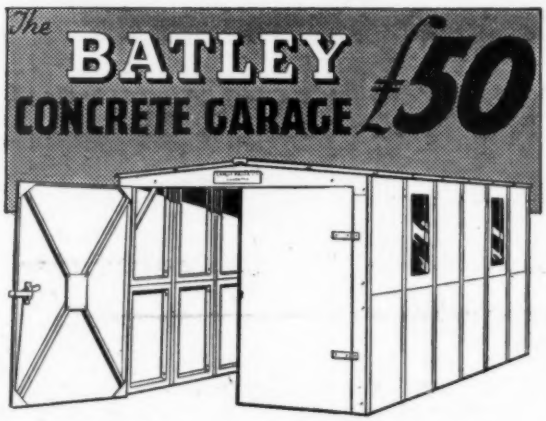

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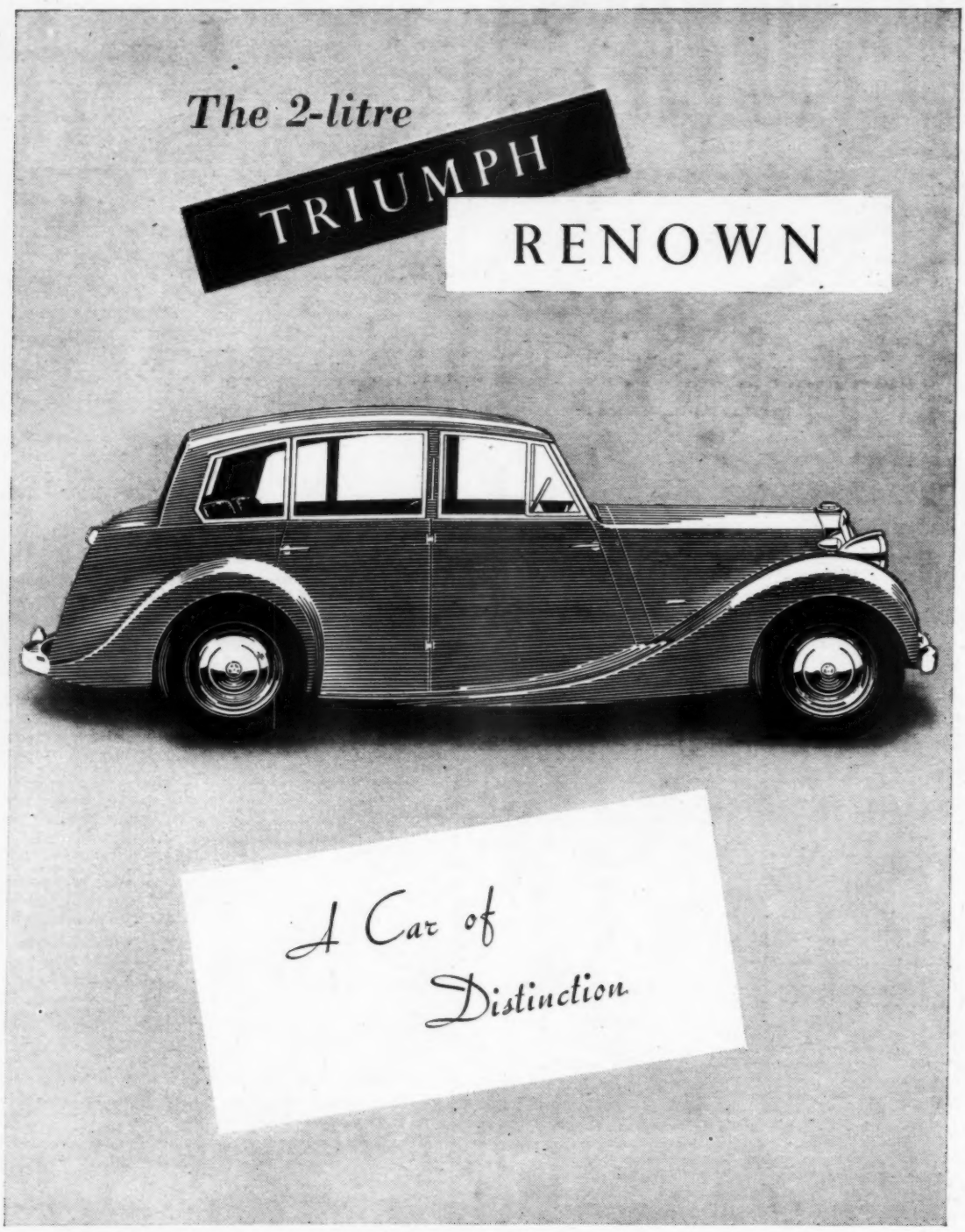

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The Autocar
FOUNDED 1895

No. 2834 FRIDAY, FEBRUARY 24, 1950 Vol. XCV

Where We Stand

BY the time that this issue reaches the hands of the public the new Government of this country will have been elected. Whatever its colour it will find that the intransigence of motorists remains unchanged, for they rightly regard themselves as having been wronged over a great number of years by one Government after another, until they have reached the stage of being, like the fictional Irishman, "agin 'em."

This is a great pity, because motoring wrongs could be simply righted, and without great expense. We reiterate them at this juncture so that the new Government can have no excuse for claiming ignorance. First and foremost is petrol. No motorist in his senses expects to be able to fill his tank with dollar petrol as often as he pleases, but what he *does* expect is that the dollar expenditure necessary to buy the petrol ration shall be proportional to the expenditure on similar "pleasures," notably tobacco and films. Next, he dislikes the injustice of the flat rate tax in its application only to vehicles registered after January 1, 1947. The good work of the Socialist Government in instituting this tax was largely nullified by the retention of the unfair discrimination against the older cars. Thirdly, he disapproves of the double purchase tax on cars costing over £1,000 or thereabouts, less because it puts them beyond his pocket than because it again offends his sense of fairness.

Fourthly, he is convinced that only better roads will lessen the accident rate, and his conviction is buttressed by the knowledge that the inadequate road system militates against the economic efficiency of the country; last, but by no means least, he wishes to see removed at the first possible opportunity the offensive petrol legislation, which reverses a cardinal principle of British justice by forcing a person to prove his innocence instead of insisting that the prosecution prove guilt. Upon all these points motorists, their organizations and this journal stand uncompromisingly adamant.

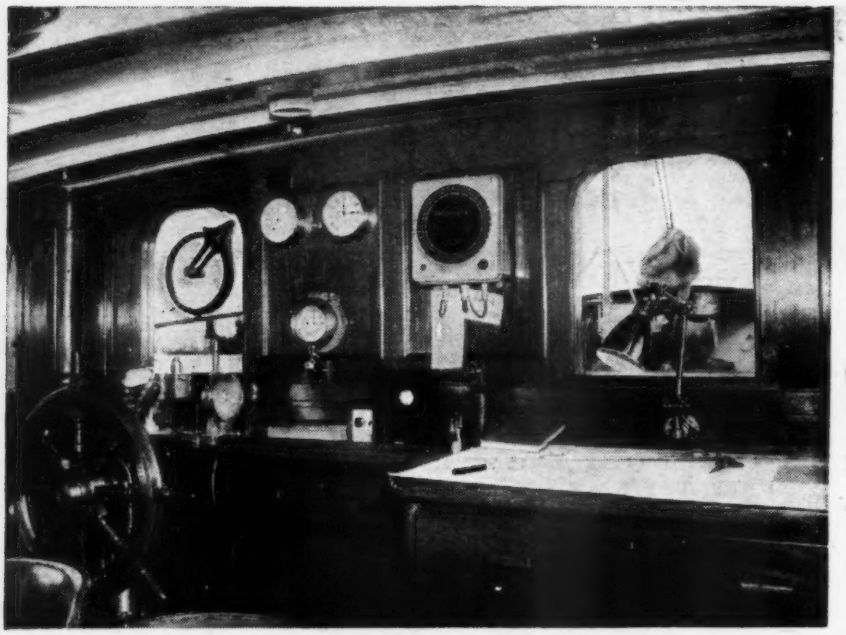
None of these grievances is difficult to remedy, and we trust that the new Government will rectify them at the earliest possible moment. In so doing they would remove from an important and patriotic section of the community a sense of injustice that promotes ill will.

"How's Her Head, Mister?"

IF the article on the following pages—"Sea Rules for Safety"—were taken too literally, motorists might expect to hear such expressions as that quoted in the title of this leading article with some frequency. None the less, it has always seemed that traffic on the road could learn with advantage from that on the ocean highways. For the rules at sea are unequivocal, and implicit obedience of the rules makes collisions impossible. What is even more valuable is that the officer on watch of a ship knows exactly what another ship is going to do the moment he sights it, and action is confirmed, at close quarters, by sound signals.

It is this knowledge that is lacking between road users, as Lieutenant-Colonel Mervyn O'Gorman, an authority on traffic matters, has so often emphasized. The pedestrian, hesitating to use the crossing, is unaware whether the approaching motorist intends to stop or not; equally, the motorist who stops at the crossing is unable to tell whether his opposite number, approaching from the other direction, will do the same. These are obvious instances of the lack of information as regards road traffic movements.

Equally obviously, no such precision as exists at sea could ever be approached on land, but readers will agree with the Trinity House pilots whose views are quoted that more might be done in this direction.



SEA

CAN MOTORISTS LEARN ANYTHING FROM NAUTICAL PRACTICE?

By KEN FORD

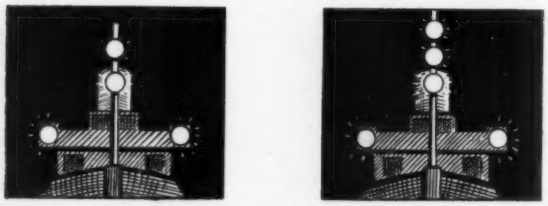
The handling of a vessel is taken very seriously, as this picture of a yacht's wheelhouse shows. In front of the wheel are the binnacle (compass), engine room telegraph, and high-speed rotating panel in front of the helmsman, which throws off all water and ensures a clear view. Centrally are the barometer, clock and (below) the mileage recording log. On the right are the chart table and instruments, and (with black dial) the echo depth sounder.

HOW do they get over the Right-of-Way problem at sea? Who is to blame where a collision results from overtaking? Are the Rules of the Road at Sea responsible for the very low ratio of accidents, and, if so, why cannot we emulate them on land?

Listening recently to this subject being debated by Trinity House pilots who are also keen motorists, it seemed wiser for me to take notes than to take part. So all I did was to give the verbal pudding an occasional stir, which resulted in the following conclusions:

Comparisons between accidents on the road and at sea are not impracticable. Cars travel at a much higher speed than a ship, and the car driver generally has to think much quicker than a ship's officer, but this is offset by the extreme in braking distances. The largest ships, such as the Queen class, take anything up to *one hundred times* farther to pull up (although the number of "lengths" might be the same) than a car and all ships are subject to a time lag in answering the helm. There can, therefore, be scant chance of a split second change of mind aboard ship such as is generally available to the motorist in a crisis.

Two mighty factors at sea do not affect the motorist—tide and wind. But a useful working comparison can be made by substituting two things which do not worry the man afloat, hills and sun dazzle. It was suggested that, other things being equal, a motorist going *downhill* should have right of way, as he is the one most likely to get into difficulties through skidding, faulty braking, or other troubles, whereas the worst that can happen to a chap chugging uphill is that he may stall his engine when trying to start off again. So perhaps we have been wrong for years in letting the hill-climbers through, which most people seem to do. Probably a relic of the early motoring days when a stop might mean going right down to the bottom again and then taking it in reverse!



Ships indicate by their lights any other vessel towed behind. The two masthead lights on the left indicate a vessel plus towed vessel; the three lights on the right mean that the tow consists of more than one vessel, and exceeds 600ft in length.

Similarly, it was suggested that a motorist driving into the sun should have right of way. At "open" cross-roads, i.e., those without a "Halt" sign or lights, traffic travelling towards the sun should have right of way. Note that this is not "south" but "towards the sun," about which no argument as to compass bearing is necessary. Admittedly time of day would make roads priority and non-priority as the sun went round, but the very fact of this might make people more careful than ever.

Where both roads joining are at a common angle (approximately) to the sun then the more easterly road would have priority. Don't tell me people won't know where the sun is in this country after last summer! Incidentally, my pilots say that it is automatic to any helmsman always to realize where the tide is shoving, and from where the wind is blowing. This is *always* in their mind. Is there any reason why motorists should not always know where the sun is, even when behind cloud? Girl Guides can do it. They borrowed my watch once to demonstrate How To Find Camp Without A Compass, and similar dazzling navigational tricks which these days come easy to seven-year-olds.

Provision for nominating right-of-way during darkness (other than by road reflector devices) was considered hopeless. While, to the pilots, nothing could be simpler than to create night rules based on sea rules, it would appear most complicated to the road users.

Simpler still, *every* cross-road could and should be marked with an "S" sign on the "give-way" roads with red reflectors for night and, if possible, three or more red cats' eyes in the road centre. The "right-of-way" route need not be marked at all. Motorists approaching each cross-road would know that, seeing an "S" sign, they

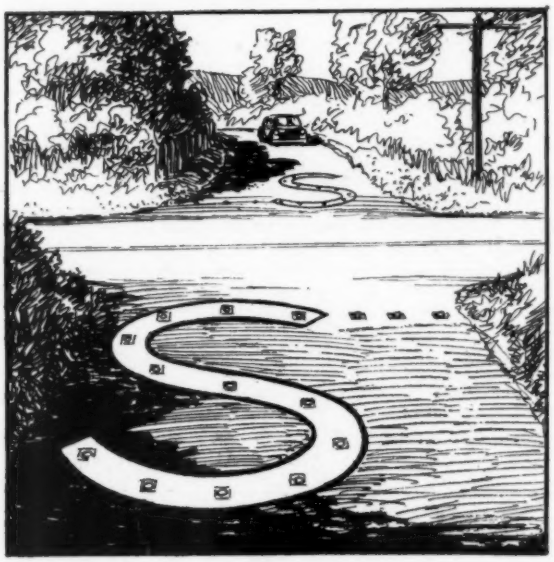
RULES FOR SAFETY

were under obligation to give way to traffic crossing from either side, but without need of halting if the roads were clear. Nothing could be simpler, except that if every humble lane were dealt with in this way it would take several thousand metal signs and several thousand man-hours, neither of which is likely to receive official blessing at the moment. But how many production hours are lost to the country each year through accidents at unmarked cross-roads? Very often the worst pile-ups are at the smallest crossings. In the meantime, until the signs were up, we could use the sailors' suggestion of making the sun the umpire.

Overtaking at sea is simple. The overtaking vessel is *always* to blame "notwithstanding anything until she is finally past and clear." I quote this emphatic extract from the Rules. My Trinity House friends are unanimous that this should also be the rule of the road. If it came into force, it would sound the death-knell of the Thruster, the Carver-Up, and the Cutter-In. Quite irrespective of "what the fool in front did" you would be *vulnerable in law* for a charge of dangerous driving in event of any accident caused as soon as you start to pass another car, or resulting from your passing, so that it would be up to everyone to pick only safe and suitable occasions. The pilots contended, and I must say I agree myself, that this rule would never embarrass a skilful driver, and the others—who shouldn't be on the road anyhow—would be frightened of showing off and might in future proceed in an orderly file and thereby enable unoffending motorists to Live Happily Ever After.

Of course, having raised the subject of the people who shouldn't be on the road, I listened to scathing condemnations of the present examining procedure. But briefly, according to the pilots, nobody ought to be allowed on the road with a car until they have passed out at handling small craft, which, my hearties, have a habit of going sideways at the same time. However . . .

Regarding signals, the existing ones were held to be unnecessary apart from the occasional necessity to indicate your intention to turn off right when travelling in a fast pack of traffic, for which helmsmen should get over to the crown of the road early and *not* navigate in the left-side ditch until the last moment and then go hard-a-starboard.



Where side roads debouch into a major road, suggest the Trinity House pilots, an "S" with red cat's eyes should be used.

A "masthead light" system, such as that shown in the diagram on the opposite page, might be a considerable contribution to safety on the roads at night.

The slowing down sign and the stop sign are, according to the mariners, almost an insult to the following craft. If your own eyes can't tell you when someone in front is slowing down, or the difference between a moving car and a stationary one, then an eye test is overdue.

Also, as two out of the usually accepted five senses are available for signalling, my old salts cannot follow why only one (sight) is used on land. Great importance is attached at sea to sound signals, whilst on cars the horn is blown at odd times and in most odd manners, generally on a "gitoutamyway" basis. There is no recognized system of audible signalling on the road, although such signals are second nature to the sailor. These are: One toot, I am going right. Two toots—am going left. Three toots—am going in reverse.

Another thing we motorists apparently do only by halves is the subject of lights. At sea you can tell what you are approaching miles before you get to it. On the road, though, you might meet (as I did once) a fun fair trailer-train, which gave me an awkward moment. This horror consisted of a very powerful lorry with *four* trailers in tow, the whole beautifully garnished with a cloud of diesel smoke, and it was really most treacherous. You had no idea of the length of this monstrosity, and I was surprised that—apparently—it is not illegal. Anyway, the pilots recommend that any car towing any trailer should have an extra small white light, visible all round, above the towing vehicle's roof. And for every additional 20ft of tow, it should have an additional light a foot above that one. Thus, a "Queen Mary" R.A.F. trailer with an airplane fuselage would carry two small lights above the driver's cabin, one a foot higher than the other. Tail lights to be similarly arranged. The reason for the "tow" lights to be visible all round is obviously for going over cross-roads. It is possible to see a lorry lumber across in front of you, for which you slow enough to pass at the back in comfort, and suddenly find the black void filled with a fun fair trailer-train still going across, which means a very sudden dropping of all your anchors.

One last suggestion, also a sea rule, was made. That is with an entrance, say to a garage or hotel, the car coming out should have right of way over a car going in

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Misunderstandings

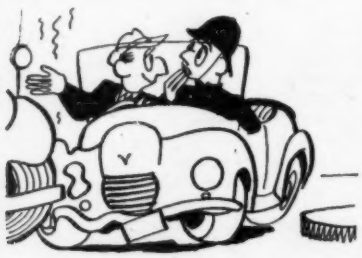
LIKE all motorists, I am always trying to find out why accidents happen even in the best regulated motoring. The other morning I approached a fork up the left-hand leg of which a cyclist was coming. I signalled, with my hand, that I wished to cross his path and take the right leg of the fork. He was a good type and instantly indicated that I should cross his bows while he swerved round me. I changed my signal to what I thought was a wave of acknowledgment, and was then forced to brake fairly hard as he crossed *my* bows, although we went on our respective ways without further bother. Reason for the potential accident was, I surmised, that my wave of acknowledgment had been misconstrued as an indication to him to reverse his tactics and cross in front of me. A pity.

Talking of cyclists (the bad types), by what rule in the Highway Code do they claim the right to ride two abreast in narrow streets, forcing all traffic to stay behind them?

✦ ✦ ✦

Built-in Witness

FUNNY story from the driver concerned: He was signalled to stop by a policeman, who asked for a lift. They followed a lorry the driver of which eventually signalled that he was drawing over to the right, which he did. The other driver moved up alongside, but the truck suddenly turned left without warning, whereupon the car driver did likewise and



"*You* tell him."

crash-stopped, his right-hand wing under the high mudguard of the lorry, and his door jammed. He turned to the policeman, who was recovering from a face full of windscreen, and said: "Go on, *you* tell him!"

Irate truck driver comes round from cab, to be confronted by policeman. Ire evaporates.

Tailpiece: The policeman pointed out that the damage was negligible and that he would appreciate it if nothing were said by either side, otherwise he would get into trouble for thumbing a lift into town!

Agility gained by practice.

Furtive Oil Carriers

I OFTEN wonder what most motorists do with their old oil when they treat their engines to a change of oil. Clearly one could run into trouble for pouring inflammable liquid into a drain, but where *does* it go? Oil stains are anathema to garden lovers and only a few of us have a convenient patch of waste land. Perhaps some of the city dwellers wait until the early hours of the morning and furtively carry the old oil to the nearest gutter—but this doesn't seem reasonable.

Even when I treated my car to an oil change at a local garage I did not find a solution. That part of the yard given over to drums for dirty oil was running with overflows and the boy threw my oil into a drum, already full, jumping away from the splash with an agility obviously gained by practice.

✦ ✦ ✦

Young Man's Fancy

THE Scribe's Australian correspondent can vouch for the truth of this story, as he witnessed the incident himself in a Sydney shop. A young man asked to be shown a plain pale blue necktie, and was offered some twelve different shades from which to make his choice. He inspected each tie carefully and seemed in considerable doubt as to which he should take. The shop assistant endeavoured to be helpful but still the young man remained in doubt. Eventually he confided to the assistant that he had just taken delivery of a new car and he wanted the colour of his tie to match his car exactly.

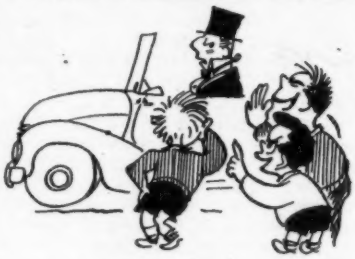
He departed in haste and within three minutes was outside with a 3½-litre sports Jaguar. The young man and the shop assistant then carried the ties out to the car and a tie was chosen that exactly matched the colour.

An added point to the story is that since the war ties in Sydney have become more and more lurid each year, and cubist designs, pineapples, bunches of bananas, large and brilliantly coloured initials or pictures of langorous ladies are all the rage. To wear a plain, single-coloured tie is considered old fashioned.

✦ ✦ ✦

Animosity

ONE of my colleagues who edits a glossy overseas journal, calculated to inspire envy in the editor struggling to beautify home consumption newsprint, responds to my recent paragraph on animosity against the motorist with an experience of his own. "On the occasions when I have to attend a social function demanding the ancient dress suit," he says, "I usually drive through a neighbourhood where the local small boys for years have preserved the fine old tradition of audible and pointed comment on the passer-



Tradition of audible comment.

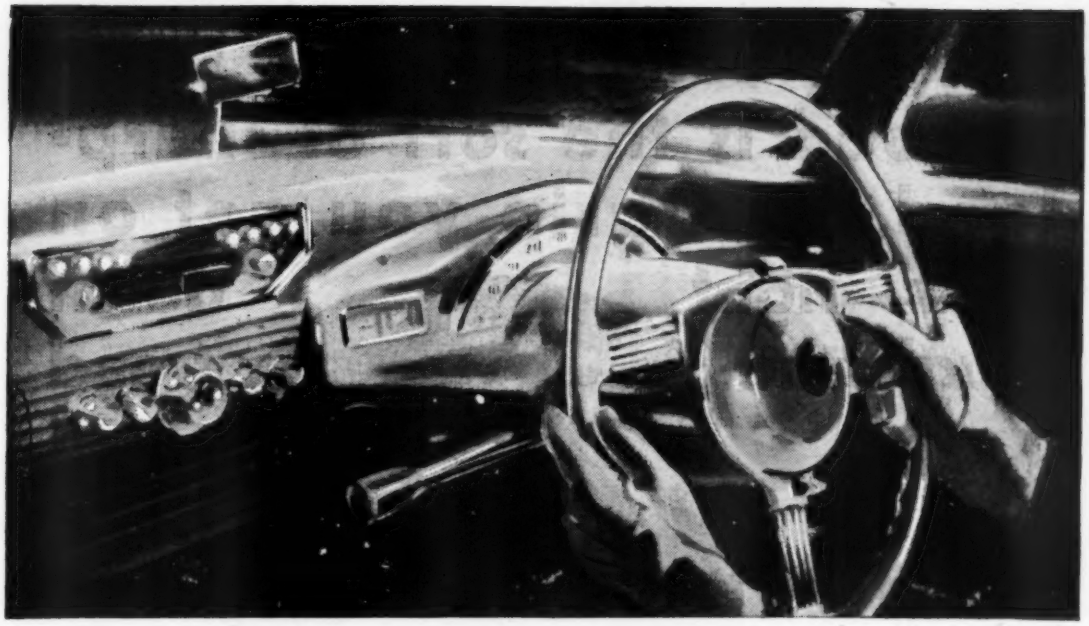
by. Before the war my boiled shirt invariably gave rise to a shout of 'Look at the —— toff,' but recently the same shirt in the same place called forth, 'Look at the —— spiv.' How do they tell the difference, and (horrid thought!) which is correct?"

✦ ✦ ✦

Flints

WHEN a friend recently bought a second-hand car I was prevailed upon to give my humble opinion on its condition. All went well, and I enjoyed the opportunity of a trip in a different car. However, during an examination of the tyres I was astonished by the number of flints in the front pair. Some were in to their heads, while others had worked their way right down into the tread, leaving their small entrance holes as the only indications of their presence. We got to work with one of those "horse's hoofs" gadgets and I estimate that we must have removed, often with difficulty, more than fifty. Each one resembled a fragment of sea shell with a razor-like "leading edge."

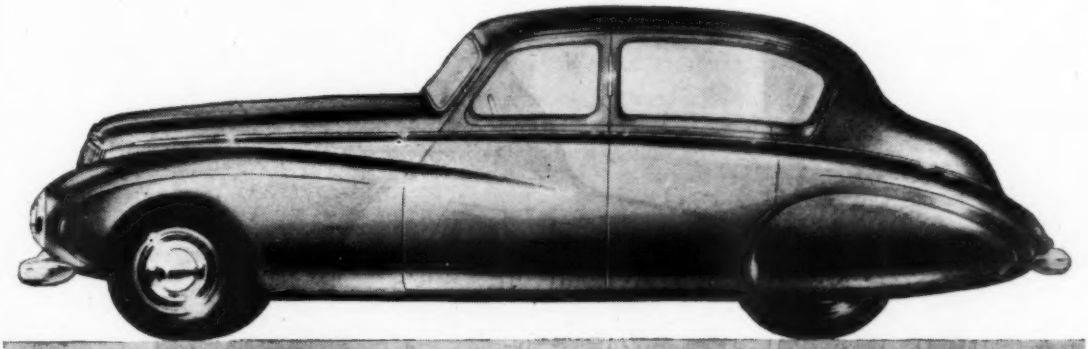
I couldn't get home to my own car fast enough to make sure that this was only an isolated example.



Everything under Control...

The man who sits behind the wheel of the Sunbeam-Talbot is the man who knows and appreciates that sense of complete mastery which comes from driving an essentially safe, controllable car. Powerful, efficient O.H.V. engine provides vivid acceleration and effortless high-speed cruising. Within his reach, lie all necessary controls, and the easily read instruments are visible through the unobstructed top half of the steering wheel, itself set nearly vertical for precise needle eye steering. The "Opticurve" Panoramic windscreen offers vision free from distortion and dazzle, while all the stopping power of Lockheed hydraulic two-leading-shoe brakes are at his command. Fully proved Synchromatic finger tip gear control is ideal for the sports car driver, and added to all these features is a remarkable degree of comfort, and spacious enclosed luggage accommodation.

Sports Saloon *Sports Convertible Coupé*



Streamstyled for Performance and Beauty

SUNBEAM-TALBOT

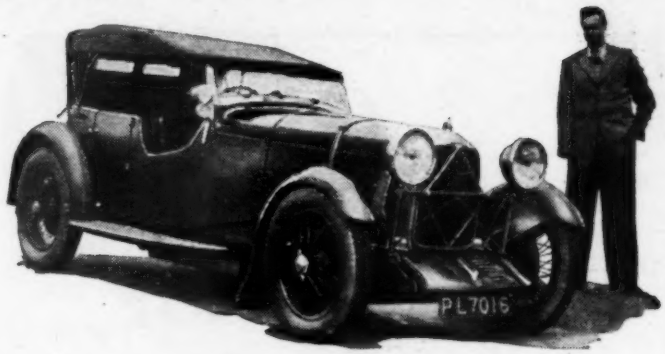
PRODUCTS OF THE 80 90 ROOTES GROUP

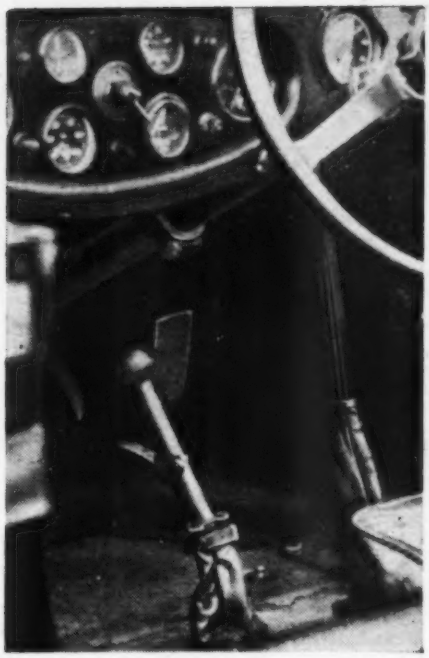
London Showrooms & Export Division: Rootes Ltd. Devonshire House Piccadilly London W.1

The only "long mileage" that's any good is the sort of sharp-edged road grip you get on INDIAs—right down through the tread

India's famous Red Ring returns to distinguish "the finest tyres made."

50/5/P





Mr. Jerromes with his Lagonda and (right) the central, ball-change gear lever conversion with which this car has been fitted.

Gear Control Conversion for Disabled

SUCCESSFUL RESULTS WITH VINTAGE LAGONDA

BEING born with a disability, namely a malformation of the right forearm, I often heard when a boy that driving a car would be a pleasure that I should be denied. Fortunately for me, as I now realize, my parents always seemed to refuse to give me any help in my various childish occupations, and while Meccano and other constructional toys were always at hand I had to solve such problems as set themselves literally single-handed. This early upbringing, although at the time seeming very cruel, was, I am sure, my parents' sensible answer to a problem which must have been as real to them as it was unnoticeable to me. It became a natural habit for me to tackle life and its various problems as a normal person, self-reliant and—although perhaps sounding contradictory—ambidextrous.

Strangely enough, during my schooldays I developed an aptitude and liking for engineering, the practical side interesting me most, and my hobby has always been model engineering.

When I was fifteen a new car was ordered, but before the old one was disposed of I persuaded my father to allow me to turn it in the drive; an operation which was accomplished without disaster. The following year I was old enough to apply for a driving licence, but, unlike the present-day system, no facilities were available for disabled learners, who had to pass a test before a licence was granted. What little driving experience I had was obtained when the car was on private property. Nevertheless I took my test and passed, with the following condition imposed: to drive motor cars with central or self-changing gears only.

This condition does, of course, give a very wide choice of vehicles, but I have always been a vintage car enthusiast, and here the right-hand gate change seems to predominate.

Just recently, I noticed a 2-litre Lagonda advertised locally, and upon inspection found it to be in a good state of preservation, and the car decided for me that I would drive this classic example of vintage design.

Within a few minutes of its being delivered one Saturday morning, out came the floorboards, revealing a massive cog box (fortunately fitted with a flat cover). A few more minutes and this cover was off, and rules, callipers, sketches superimposed with oily fingermarks, and sundry other tools seemed to spread themselves around in disorderly array. Several enthusiastic friends were assisting in the redesign of the gear lever, the only payment requested being the promise of a little vintage motoring.

A sheet of $\frac{3}{16}$in dural came from the workshop scrapbox (I still persist in model engineering and have a lathe, bench drill, and other tools) and was sawn and drilled to form a new top cover for the gear box, the original being too thin to carry the stresses of a proposed ball socket.

While the new top cover was mounted on the saddle of the lathe, and fed up to a spherical cutter revolving in the chuck to form a ball seating, another friend was removing the existing right-hand mechanism complete, it being intended that this unit be kept so that the car could be converted back to its original form in the event of my selling it.

As soon as the cover plate was machined, a 3in diameter by 1in billet of dural was turned, and spherically seated, so that by bolting it to the top cover, a ball of $1\frac{1}{2}$in diameter would fit snugly between them. A length of $\frac{5}{8}$in diameter mild steel was now held in the collet and a ball turned at one end, to fit the selector arms. This finally had to have flats filed in each side to just under the width of the selector arms. A short length of $1\frac{1}{2}$in diameter mild steel was now drilled and reamed to $\frac{5}{8}$in diameter and driven on the $\frac{5}{8}$in rod to the correct distance from the small ball end, where it was pinned into position and then turned to form a ball $1\frac{1}{2}$in in diameter to fit the cavities in the top cover and dural housing. A slot was provided in the ball, and a pin in the housing, to prevent the rod from rotating, whereupon my wife stopped the proceedings by announcing lunch.

I expect many other motorists have experienced mealtimes such as this. Newspaper on each chair, a smell of oil in the air, a long-suffering wife politely reminding everyone not to get too near the clean tablecloth, and the male members sitting round with only sufficient dirt removed from their persons to prevent contamination of the food.

Having satisfied the pangs of hunger, we assembled the bits and pieces (by now cool) and offered them up, or rather down, to the gear box. Two screws sufficed to hold the apparatus in place, and it was gratifying to find one could select any gear at will quite satisfactorily, but reverse was far too readily obtained. However, a small fence was bolted to the gear box cover, and a latch attached to the gear lever to prevent the latter from moving to the extreme left except by lifting the latch.

Without further ado, we all piled in and amid the roar of a typical Lagonda exhaust, plus sundry dental operations by me on the gear box, enjoyed a few miles of vintage motoring—with central gear change only.

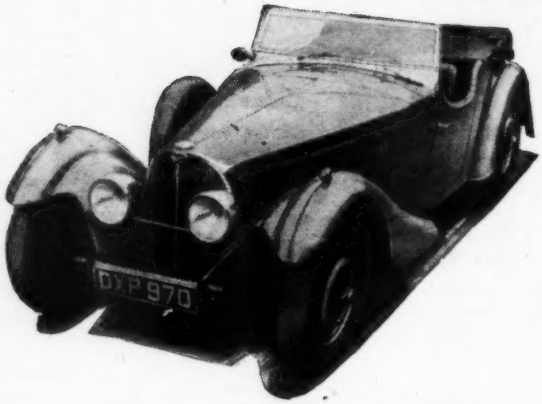
Now, after several weeks of enjoyable motoring, the steel parts of the conversion have been case-hardened, and a conveniently placed trigger operates the reverse latch. The top of the gear lever is adorned by a red ball, and the entire apparatus has been tested and approved by several vintage drivers.

The author of this article, Mr. A. E. Jerromes, has volunteered to give advice on, or demonstrate, his gear box conversion to any *Autocar* readers who may want to convert their own cars. His address is: "The Dingle," Holindale Road, Syston, Leicestershire.

NEWS and VIEWS

DOLLAR AID FOR GERMAN FIRMS : "CARS OUGHT TO WEIGH A TON"

SPORTS EXPORTS TO U.S.A.



This handsome Bugatti Type 57SC four-seater, seen just before its departure for New York in the "American Merchant," is the third Bugatti to be exported in the last two months by the firm of Speed Models, 2, Pembridge Mews, Notting Hill Gate, London, W.11. One of the other two went to Jamaica, and the other to Australia, so it can still be said that Bugatti are known and appreciated all over the world!

Dollar Injections

WITH the bitter controversy about dismantling still in mind, the news that certain firms in the German motor industry are expecting to receive varying amounts of aid under the E.R.P. programme will appear curious. The firms at present listed are B.V.G., Nife, Osram, B.M.W., Kamper, Klockner-Humboldt-Deutz, Auto-Union, Hugo Reinz and Teveswerke.

Less Than a Ton

OPTIMUM weight for the car of the future is about 2,200 lb. So said the American industrial designer, Brooks Stevens, in discussing car styling at the Milwaukee Art Institute's exhibition of his work held from February 10 to 19. A car lighter than that figure would be "underweight" in coping with road winds or providing roadability. Stevens claimed that the automobile was the yardstick of American achievement and said that in future it must be easier "to get into or out of. It won't be necessary to knock off your hat or double yourself to the position of a pilot entering a fighter plane."

Brooks Stevens' car styling was discussed in an article in *The Autocar*, January 6. He advocates practical and functional designs and was the stylist of the Willys Jeepster.

'cars in Holland

UNDER an agreement with the Simca company at Nanterre, France, the Kaiser-Frazer assembly plant in Rotterdam is to assemble the Simca 8. Production of the 1950 model will begin there this spring.

The Kaiser-Frazer company are also investing one million dollars in the construction of an assembly plant in Israel.

S.M.M.T. Retirement

A LUNCHEON and presentation was held recently on the occasion of the retirement of Mr. W. Shelley, chairman of the committee of the accessory and component manufacturers' section of the Society of Motor Manufacturers and Traders. Mr. Shelley was elected to the committee in 1923.

233 m.p.h. Police Patrol

A BIRMINGHAM engine designer, Mr. Douglas William Ellcock, successfully defended himself, in a recent charge of exceeding the speed limit, by pointing out that if the police claims were true, their patrol would have had to reach a speed of nearly 250 m.p.h. to bring him to justice.

The charge against Mr. Ellcock was that he had driven his car along one portion of a road called Green Lane at a speed of 42 m.p.h. The police patrolmen said that when overtaken by the defendant, they had been proceeding at about 5 m.p.h. and that they had caught up with him, and commenced a check, after 240 yards.

Mr. Ellcock maintained that the police car was stationary when he passed it, and his mathematical calculation showed that for the check to have started after 240 yards would have meant the patrol vehicle having to reach a speed of 233 m.p.h. He added that if the police officers' story of 5 m.p.h. was accepted, it would still mean their car having to reach a speed of 102 m.p.h. to catch him up within the distance stated. He claimed that, in point of fact, he had seen the police car and purposely kept his speed between 29 and 30 m.p.h.

Superintendent Raybould: "Do you say the police officers are telling lies?"

Mr. Ellcock: "I did not put it like that, but as you have done so, I say they were."

The case was dismissed.

Ford Record

THE month of January, 1950, was a record for the Ford company, their Dagenham factory producing 12,274 vehicles for export—an all-time record for the company.

Standard Enterprise in S.A.

THE new company for building and distributing Standard and Triumph cars in South Africa has now been registered as The Standard Motor Company (South Africa) Pty. Ltd. Sir John Black is the chairman and Mr. Norman H. Bransby the managing director. Mr. Bransby has represented the Standard company in the Union for about 20 years.

Child Safety

NEARLY 1,000 children were killed on the roads in Great Britain last year and 30,000 were injured. These totals, although less than the figures for the pre-war and war years, show that the 1950 programme of the Royal Society for the Prevention of Accidents, which concentrates on child safety, is commendable.

The Ro.S.P.A. has analysed the figures for last year to show which are the "dangerous ages" for children, and which types of vehicles are most often concerned. The investigation shows that parents can be the main instrument in reducing the accident rate until the Government and local authorities can afford to make real reductions by the provision of adequate roads and recreation grounds. The four- and five-year-olds are the most prone to road accidents and, after this age, the accident rate drops sharply. In fact, the teenagers are safer pedestrians than adults.

Three out of every four children killed last year collided with goods and passenger vehicles, the other quarter of the total of deaths being caused by cars, motor cycles, "other vehicles," and pedal cycles. The extra mileage run by commercial vehicles, and the reduced manœuvrability of the heavier types should be taken into account when considering these figures.

Just as in 1949 the Ro.S.P.A. concentrated on the encouragement of pedestrians to use pedestrian crossings, so, in 1950, the avoidance of accidents to children will be the theme. As far as drivers of all vehicles are concerned—and there is no need for discrimination in this important field—alertness is the essential consideration. Young children are naturally impulsive, and it is up to the driver to be prepared.

A description of the Ro.S.P.A. House permanent road safety exhibition, which is of value to all drivers, appears on page 229 of this issue.

Italian Production

NEW car production in Italy during 1949 totalled 65,379 against 44,425 in 1948. Commercial vehicle production brought the figure up to 86,054 (1948, 59,953), and exports also showed an encouraging rise with a total of 17,550 against 14,227 in the previous year. As a whole, however, Italian production is still very low and firms are working under considerable financial handicaps.

Silver Ghosts

A CLUB has been formed with the object of preserving the remaining specimens of early Rolls-Royce cars. The Twenty Ghost Club, as it is known, is particularly concerned with the Silver Ghost and the Twenty.

Exports Up Again

FOLLOWING the success of 1949—a record year—the January car exports again lifted the top level figures. Cars and chassis sent abroad during the month numbered 30,747, and their value was £8,993,302. Figures for Canada were particularly good, with 5,749 cars, valued at £1,600,000, being shipped to the Dominion.

Another Small Diesel

IN Germany a light van powered by a four-cylinder compression ignition engine is shortly to go into quantity production. It is manufactured by the Hannoversche - Maschinenbau - Aktiengesellschaft, makers of the Hanomag car. The engine, which is said to develop 45 b.h.p., has a fuel consumption in the region of 35 m.p.g. and utilizes a five-speed gear box.

Welding Exhibition

THE increasing use of welding methods for ferrous metals and light alloys in the motor industry added interest to the exhibition of the British Welding Research Association, which closed on February 11. The well-arranged stands at the exhibition revealed the great progress that has been made. There were specimens of components joined by the new argon arc method, in hitherto difficult materials such as stainless steel and aluminium. Electrical welding is now finding its greatest scope in quantity production, and specimens were shown of resistance-welded studs. It appears that the satisfactory joining of most metals is now possible by one or other of the methods of welding.

Encouraging Response

EXTREMELY favourable reactions were recorded to the statement of motoring policy which was sent to every candidate in the general election by the standing joint committee of the A.A., R.A.C. and R.S.A.C. (*The Autocar*, February 10, page 158). Regardless of party, the answer has come from 400 constituencies—representing about 1,200 candidates—that the subjects concerned (petrol, universal application of the flat rate tax, and road maintenance) should command the urgent attention of the new Government.

IN *Motoring Abroad* the author, Rodney Walkerley, provides a considerable amount of information for the Continental motorist, both seasoned and novice, but with a light touch, and he never remotely approaches conventional guide-book style. His purpose is "an attempt to tell British motorists why Continental holidays are so enormously worth while." He succeeds, by conveying extremely well the "different" atmosphere which is much of the appeal of a Continental holiday, and makes the reader want to follow in his wheel tracks.

France predominates, but this book also touches on Switzerland, Italy, Belgium and Holland. Appendices list useful routes, with distances in kilometres, and hotels and restaurants in France, Italy and Switzerland which the author has sampled, with brief notes. *Motoring Abroad* is published by Temple Press, Ltd. at 10s 6d.

French Production

WHILE hopes for production in 1950 in France reach even higher, the figures for the last period of 1949 show that output has now exceeded that of 1938. In that year the monthly average was 15,200 cars, while last December showed a figure of 21,573. Production in the Simca factory topped the pre-war level last year with 26,616 vehicles. Exports of French cars in December last was 6,987.

Price ranges in France are less than in England, with the smallest at 250,000 francs (about £250) and the most expensive at 1,000,000 francs (about £1,000).

New Books

THOSE motorists running diesel conversions, and others concerned with diesel engines in transport vehicles, will find clear and essentially practical assistance in the third edition of *Diesel Maintenance*, by T. H. Parkinson, M.I.Mech.E., edited by Donald H. Smith, M.I.Mech.E., Assoc.Inst.T. It is available from booksellers, or direct from the publishers, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Price 7s 6d, postage 4d.

R-R for New York Show

SPECIAL coachwork has been made for Rolls-Royce and Bentley chassis in preparation for the forthcoming British motor show in New York in April. Rolls-Royce exhibits will include a Silver Wraith sedanca de ville by H. J. Mulliner, with concealed running boards; a Silver Wraith six-light saloon by Park Ward, in two shades of green, similar to the car which won the Concours de Confort in the Monte Carlo Rally; and a Silver Dawn with silver paintwork and red upholstery. One Bentley only will be displayed, a Mark VI drop head coupé by Park Ward.

Danish Motor Show

THE first motor show in Copenhagen since 1934 opens on February 24, with some 200 cars from factories in seven European countries, including Britain, and from the United States. Britain holds top and bottom places in the show, with the most expensive car, a Rolls-Royce, and the cheapest and smallest, the Bond minicar.

Prince Knud, heir presumptive to the Danish throne and patron of the exhibition, will perform the opening ceremony. The show will take place in the Forum Exhibition Hall in Copenhagen and will continue until March 5.

Among the European countries sending exhibits, apart from Britain, are Czechoslovakia, Denmark, France, Germany, Italy and Sweden.

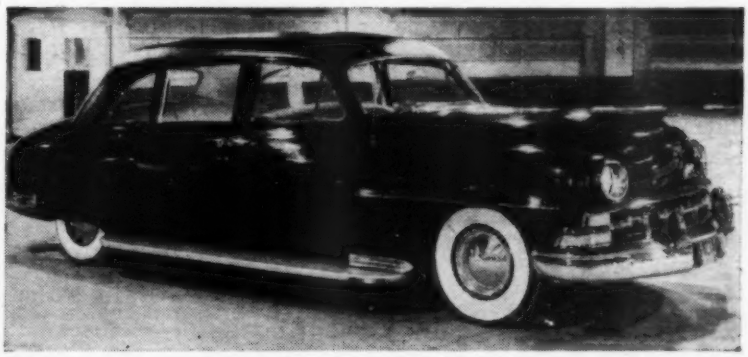
Cyclist Knocked Down by Car Door

LAWYER - ON - WHEELS writes: Motorists, mind how you go when you have pulled up on the left side of the road and wish to leave the car by the driver's (right-side) door. A passing cyclist may easily be struck by the suddenly opening door and thrown from his machine. Quite apart from whether the poor chap is much or little the worse for his fall, the careless person thus responsible for it is guilty of an offence against Section 78 of the Highway Act, 1835.

That section provides, first, " . . . if the driver of any carriage . . . on any part of a highway shall by negligence . . . cause any hurt or damage to any person . . . upon such highway . . . or" secondly, "if any person shall . . . by negligence . . . interrupt . . . the free passage of any person . . . on any highway," he is liable to a penalty.

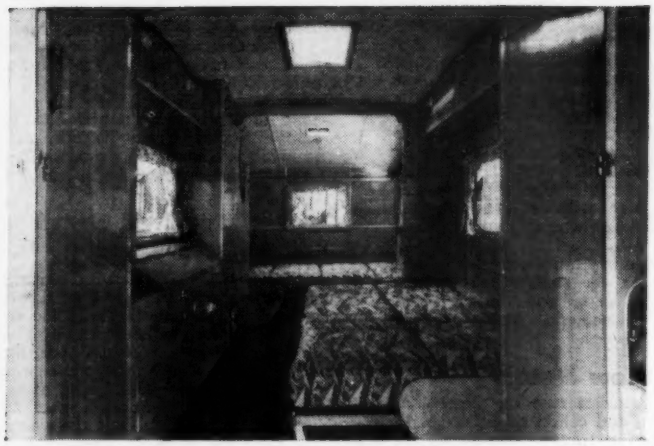
In Shears *v.* Matthews (1948) 65, *The Times* L.R. 194, a lorry driver knocked a cyclist down in this way. He was charged, as the driver of the lorry, under the first part of Section 78, but the Divisional Court held him not guilty because he had not *as a driver* done anything: he had, in dismounting from the lorry, knocked the cyclist down by a careless act which was not, however, connected with driving.

In Watson *v.* Lowe (December 18, 1949), on the other hand, the same thing had happened, but this time the man who opened the car door was charged under the second part of the section with being *a person* who had interrupted the cyclist's free passage. Rather a technical distinction, you may think. But the point is that this very dangerous act of carelessness can land a driver in trouble with the police, apart from possible heavy civil liability, if the cyclist is injured, since it is not necessary, in order that they shall charge him under the section, for his careless act to have been done while actually driving.



Ten oversize Lincoln limousines have been built for the President of the U.S.A. Each has a 12ft 1in wheelbase, and a 155 b.h.p. eight-cylinder engine. Fittings include gold-plated interior details and running boards for an escort to stand upon (but how do they hang on?) A ventilation system and the spare wheel occupy almost the whole of the stern locker.

12/12



Sleeping berths, by day a settee, made down on the Kelvin Star.

TRAILER TOPICS

By E. A. Sissons

CASTLES IN THE AIR — "FLAT" SEASON — UNRELIABLE SITES

Castles in the Air

I HAVE always cherished a wish to camp with my caravan in the grounds of a castle. Despite having toured the whole of Great Britain and Ireland we have not yet had this pleasure.

In Eire, near Limerick, we almost achieved this object when the owner of a "stately pile" gave his permission for us to park in the grounds, but difficult access unfortunately prevented this. However, we did the next best thing by spending the night outside the imposing entrance.

In Scotland, during the past summer, we thought we would really experience our desire, for the Camping Club list gave Caulderwood Castle, Lanarkshire, as a caravan site. One had to apply to the owner for permission. This sounded highly attractive and romantic, and as we were passing fairly near on our way to the Highlands it conjured up visions of a few idyllic nights in the vicinity of a fairy tale castle.

Passing through Hamilton, however, we began to experience spasms of disillusion, for the setting for the castle of our dreams was in no way fairy-like, and when we eventually reached the entrance our worst fears were realized. The castle had changed hands, camping was not permitted, and, worse still, we were informed that the historic building was to be demolished to make way for a satellite town. Our fairy castle disappeared into thin air, and our long-cherished wish was again unfulfilled.

Tyresome Troubles!

MORE tyre trouble has come my way, in both car and caravan tyres. Despite the fact that all my tyres were new last year, I had more "flats" to deal with than in any previous season. This may be owing to the hot summer, but whatever the cause I have had to bite the dust on more occasions than I care for. Fortunately the punctures in the caravan wheels have been slow ones, giving me time to pull up before irreparable damage was done to the inner tube.

Nevertheless, I came up against plenty of trouble—getting the jack under the chassis, frequently criticized obstinate wheel nuts, and unfavourable road camber, just to mention a few And after all my efforts I was once unable to remove the wheel, and had to take out the tube and replace it with the wheel *in situ*.

Strange how these incidents happen miles away from any garage, or when no A.A. or R.A.C. man is within call. The whole job took up two hours of my travelling time and compelled us to camp out for the night on the open moors of Northumberland. The second incident happened in Yorkshire and we were marooned (fortunately on a picturesque site in Swaledale) for three days whilst a new tube was procured. The really aggravating aspect of the whole miserable business was the fact that both failures of the tubes were the result of faulty seams and not of any outside cause.

Site Seeing!

CAMPING site lists issued by most clubs that cater for caravanners are not very helpful or reliable. I say this more in sorrow than in anger, more in disappointment than in annoyance. The reason is not far to seek. Lack of petrol prevents adequate inspection and report (it is usually left to touring members), and the same reason compels reduced mobility on the part of the caravanner, and consequential reduced use of these sites. And limited use leads to neglect on the part of the farmer or owner. (In these notes I refer to country sites, not licensed sites at popular centres. These are too crowded, and the best positions are taken up by "perms," i.e., people who in a properly run country would be in houses, not caravans.)

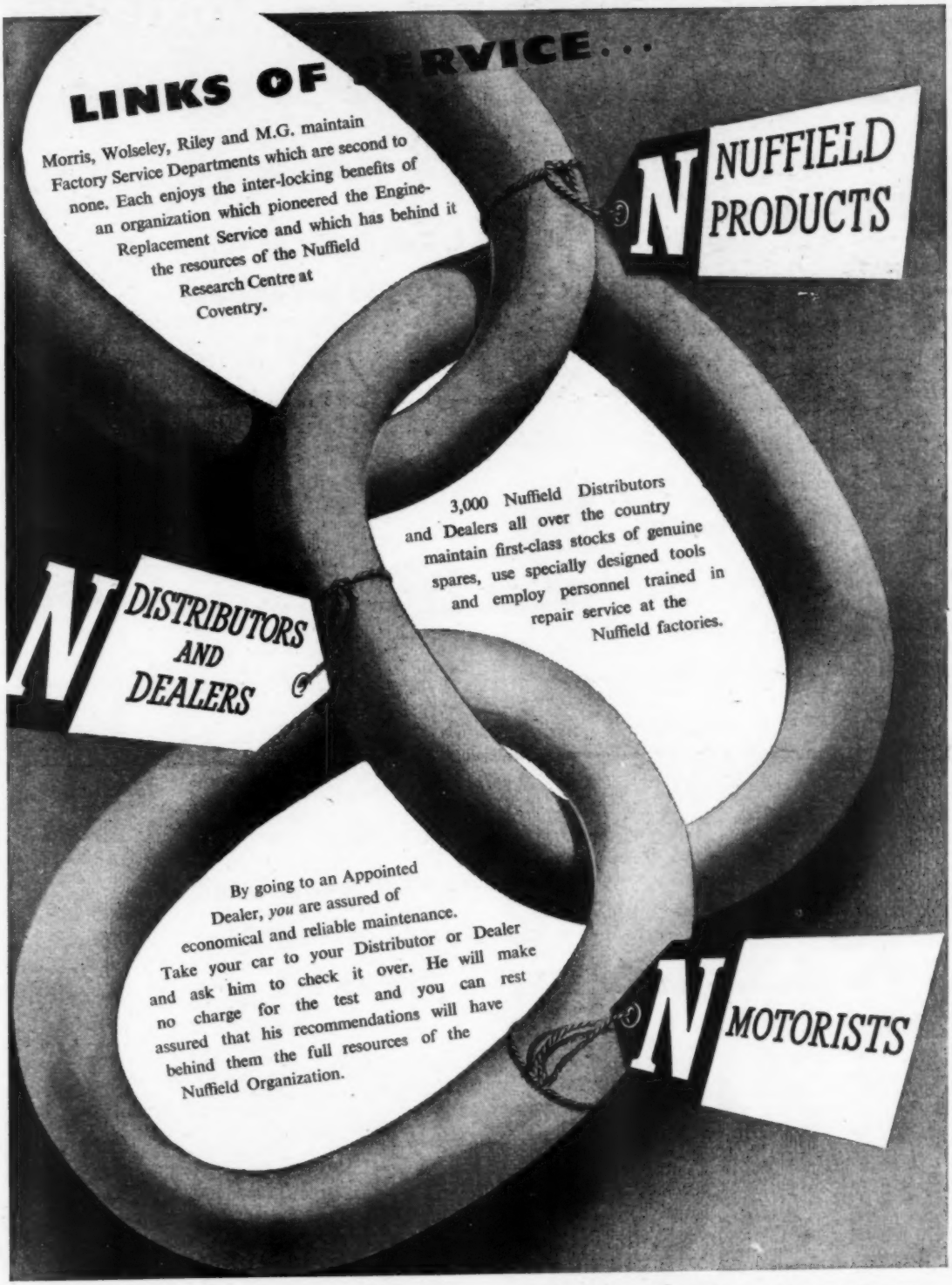
Were I a site inspector I am afraid I should turn down at least 60 per cent of the listed sites, on one or more of the following counts: Unsuitability, inaccessibility, inadequate amenities (most have none at all), narrow gateways, rough ground, mud, slope, or cattle.

Very few farmers go out of their way to warrant the inclusion of their sites in the official lists. Candidly I would much prefer to depend upon a small reliable list of usable sites, and to pay a bit more for the use of them, than to waste time, petrol and patience, as at present, in going fruitlessly from one to another.

Are Caravans Too Heavy?

THE two curses of serious caravanning are mud and weight. If they both come together, well. . . . A heavy caravan on soft and muddy ground can be a worse trouble than a 'bus with a wheel off in Oxford Street. I am strongly of the opinion that caravans in general are much too heavily built. Every extra pound means more strain on car and driver, not to mention an unfortunate and somewhat expensive effect on petrol consumption, and I firmly believe that much avoirdupois could be saved, without any sacrifice of necessary strength, by clever design and the adoption of the principles of aircraft construction.

Twenty years ago I built a caravan weighing no more than three or four hundredweight, on similar lines, and used it all over the country. As things are developing today, a touring caravan will weigh as much as a house, and I am seriously thinking of building a touring van giving home amenities such as a separate wash room, indoor toilet, single and double beds, two wardrobes, gas cooking, and so on, that should weigh no more than half a ton. Which, to my mind, is quite enough for a car to tow and for the poor driver to manhandle.



THE NUFFIELD ORGANIZATION

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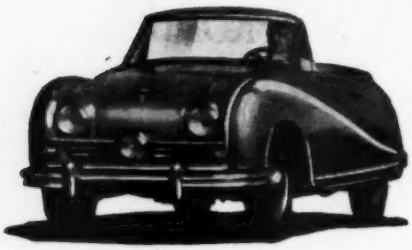
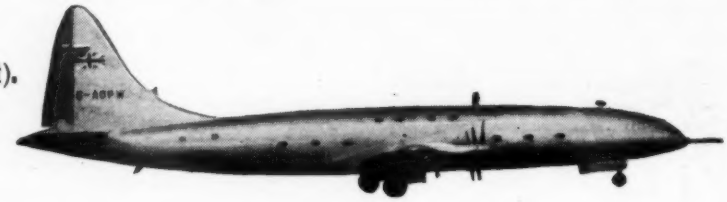
Overseas business: Nuffield Exports Ltd., Cowley, Oxford and 41 Piccadilly, London, W.1.

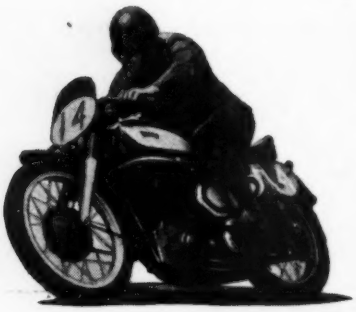
Some 1949 CASTROL Successes



- 63 U.S.A. Stock Car Records.
- Jersey International Road Race (1st).
- British Empire Trophy Race (1st).
- Goodwood Motor Races (3 Firsts).

- Britain's Fastest Air Race (1st).
- The Brabazon Flight.





- Scottish 6 Days Trial (1st 500 c.c. class).
- North West 200 Miles Race (1st 500 c.c. & 1st 350 c.c.).
- The Senior T.T. (1st).
- Ulster Grand Prix (Governors Trophy).
- International 6 Days (Silver Vase).
- Scarborough 100 Mile Races (3 Firsts).

WAKEFIELD Castrol MOTOR OIL

the masterpiece in oils

The interest for general readers in the subject of learner driving was made manifest by the considerable postbag resulting from the previous articles on the driving test, *That Official Barrier* and *The Barrier Surmounted*, published last year. This article, which it is hoped will be followed by others on similar lines, leaves the controversial topic of the official test to comment on some practical points arising from road experience after the test. While it is intended chiefly for beginners, it may nevertheless be of interest to those experienced drivers whose memories of their own apprenticeship are long enough, or sufficiently vivid.

EARLY DAYS

PRACTICAL POINTS FOR THE LEARNER DRIVER

"*The Autocar* has so far no resident psychologist."

IN any material for the benefit of the learner driver, it is difficult to find the narrow *via media* between hopelessly abstruse mathematical and medical information (*The Autocar* has so far no resident psychologist) and the kind of banality that begins—yes, it really does—"To move away from the halted position, the hand brake should first be released." For the learner is supposed to be the simplest of creatures.

Such information might interest the very very beginners, even in these days of driving schools, which are now only too ready to impart this, and much other admirable information, but it might also reduce many readers, those imagined to be seasoned drivers, to fury.

It may be said at the beginning that seasoned drivers need not continue reading; or if they do it need be only to warm their hearts with that satisfied feeling that comes when the reader knows as much about the subject as the writer, or imagines that he does. In this instance he probably will, for the writer has not been driving very long. If he had, he would not be writing at all. He is reassured against possible accusations of temerity by the knowledge that there are as many styles of driving as there are drivers.

During the first period of serious driving, the impressions are more vivid and more valuable than at any other time, and this is in itself a stimulus to present some of them for the benefit of others. When the L plates go, the mood is one of unqualified satisfaction, and there is, perhaps, an argument for retaining the plates a little longer.

To reaffirm the suggestion that in driving there are as many ideas as drivers, one might as well begin with the sentence quoted above. "To move away from the halted position, the hand brake is first released." But is it? The early experience of the writer does not confirm this at all. Some schools teach that when, for instance, one is starting on a hill (when the avoidance of running back is the main object of the drill) the gear should first be engaged, and the clutch slowly released until the change of engine note shows that the load is being taken. At this point, and with shining eyes, the pupil releases the hand brake. It is the last operation, not the first.

Leaving aside the question whether the wretch in his salad days of motoring is capable of recognizing a change of engine note (such perceptions one has always imagined to be the special abilities of test pilots and the like), this is not a bad trick, and most satisfying when well done. The car glides away smoothly, and without a trace of running back. It tends to take a little longer than some shakier starts. It is perhaps, theoretically, the only way certainly to avoid running back. The more normal way is to release the brake as the clutch is engaged, but it requires some experience and co-ordination.

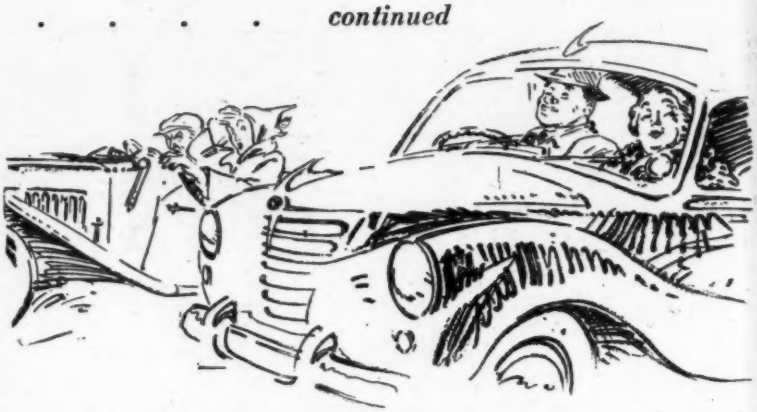
The method described has the merit of making for slow, positive movements, and that is all to the good in learning. But some of us will feel that it is a little hard on the clutch. The writer's experience has been that the driving school style is one that is a little hard on the clutch all round, but it certainly gives positive results, and who is to say how resistant the thrust bearing is on the modern car? This bearing, for the benefit of learners who may not know their way around inside the car, takes the load of the powerful clutch springs when the pedal is pressed down. Only a great deal of leverage permits the springs to be compressed at all.

"Running back is one of the commonest faults."

Running back is one of the commonest faults and one of the most alarming. So many Halt signs and traffic signals are on a slight slope! It does not matter when there is no traffic, but when there is anyone behind the mere thought of it is enough to cause the fault. The difficulty is to find a compromise between making a prompt start—and perhaps letting the clutch in so quickly that the engine is stalled—or an excessively slow one, when there is usually someone behind who will complain. Noise behind is enough to make the learner think that he has already run back. The old trick, which one believes to be the particular

EARLY DAYS . . . . . continued

province of the seasoned driver, that of doubling-up with the sensitive boot-toe between throttle and brake pedals, is useful here. Without this, the use of the foot brake is almost impossible, since that foot is employed with the throttle, and trying to use it makes the learner feel that he is hoisting himself out of an awkward situation by his own bootstraps. Running back is common on a cambered road when one does that manœuvre beloved of the driving schools and examiners which involves turning in the road. The hand brake is really essential here, and the only way is to go through all the movements methodically. Good road turns give confidence, and the sense of being able to put the car exactly where needed.



"This progression, silky smooth and conservative of petrol, can be a source of satisfaction."

Hand brakes are a nuisance anyway, if a necessary one, and time appears not to have staled their infinite variety. There are hardly two alike. They project upon the unfortunate driver from all angles and all sides, with their ratchets released in a variety of ways. Most learners will not need to drive many makes of car, but should a change of type take place it is well to look around, like the wary batsman at the field, to see what has been changed. To avoid that noise from the ratchet, which is like a Californian redwood tree being felled, is a mark of finished driving, and it can be done by judicious handling of the lever.

Most people use much too much strength, and the brake will do its job just as well with light but firm movements. Changes of position of the control can be puzzling, for the body is a habit-loving organism and remains in the original car. One remembers seeing an experienced driver in an American car, where the driving position was unusually far back, beating the floor of the car with his foot for a non-existent clutch pedal for a second or so. Perhaps there is a case for the standardization of controls, as has been done to some extent on aircraft. This might take some of the taste out of driving the individual cars.

If brakes are not natural in "sense," most of the controls in a car are, and we find Trafficators sensibly arranged to move out on the side one would expect. But there is variety, too, in the position of reverse gear, and it is as well on the first reconnaissance of a strange car to find out where it is. The transition, first to reverse, is often made in parking and other manœuvres, and it is worth getting quite automatic.

The imaginary—but by no means unreal—article on driving might also have said that when the throttle pedal is depressed more power is obtained. Nobody would disagree with this, but there is a lot more in the operation of the pedal. Good driving is unobtrusive from the point of view of the passengers, and to attain this smoothness should be the aim of the learner. Some proceed in short rushes, and certainly the perfectly smooth use of the pedal is by no means simple. The overrun of the engine, which tends to slow the car by reason of engine friction and the fact that it is acting as an air pump with the throttle closed, is a useful brake, as learners should understand when descending hills, but it is also useful in traffic, when wide variations of speed are necessary. The brakes need not be used very much, and the object should be to avoid rushing up to the car in front and then braking hard. By anticipation (and how much that word means in driving) it is possible to release the pedal soon enough to slow down before the vehicle ahead is reached. This progression, silky smooth and conservative of petrol, can be a source of great satisfaction.

To revert to the question of reconnaissance of controls in a strange car, the position of the brake pedal should come first of all, for nothing is more important than being able to stop. The use of the controls is closely linked to the driving position and its effects. Most beginners, and especially if they are of the Cassius-build of the writer, will feel that they are cramped, but there is often no need to push the seat back, even supposing that this can easily be done. Usually the near position is a better one. It takes time to get used to it, but it will be found to lead to more confidence, and to what is almost the same thing, better driving. The driver is closer to the wheels which are directing the car; that is one reason for improvement. His view is also better, as regards both the width of the car and forwards. He will feel more a part of the car in the near position, and that intangible attribute, a feeling of oneness with the car which comes so rarely to learners, is easier to attain in "close-up" conditions.

The distant position, though it may often feel superficially comfortable, is rather like driving on stilts. At first, coming nearer may make the driver feel that he is on safari in a forest of pedals, but provided that the brake pedal can easily be found—and remember that some have long and unproductive travel—no harm will result.

"Obvious thoughts all," someone will have said? Perhaps, but as the apologia at the beginning stated, the information was not aimed at the experts. The novice must have his say, and the average motorist is not behindhand in self-expression. The novice will learn nothing sooner than this.

J. F. H.

"The distant position . . . may often feel superficially comfortable."

The Autocar ROAD TESTS

The 2-litre Triumph saloon has more to its external appearance than traditional British practice—with its razor-edge style and exceptional window area it is unique among cars produced at a moderate price by today's values.

DATA FOR THE DRIVER

2-LITRE TRIUMPH

PRICE, with four-door saloon body, £775, plus £216 0s 7d British purchase tax. Total (in Great Britain), £991 0s 7d.

ENGINE: 17.9 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 85 × 92 mm, 2,088 c.c. Brake Horse-power: 68 at 4,200 r.p.m. Compression Ratio: 6.7 to 1. Max. Torque: 108.3 lb ft at 2,000 r.p.m. 16.9 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 26 cwt 2 qr 16 lb (2,984 lb). LB per C.C.: 1.43. B.H.P. per TON: 51.45.

TYRE SIZE: 5.75 × 16in on bolt-on steel disc wheels.

TANK CAPACITY: 15 English gallons. Approximate fuel consumption range, 22-24 m.p.g. (12.8-11.8 litres per 100 km).

TURNING CIRCLE: 40ft 0in (L and R). Steering wheel movement from lock to lock: 2¾ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 9ft 0in. Track, 4ft 3in (front); 4ft 6in (rear). Overall length, 14ft 11in; width, 5ft 4in; height, 5ft 5in. Minimum Ground Clearance: 8in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec
4.625 to 1	11.4	11.3	13.5
7.71 to 1	6.6	7.5	11.8
16.35 to 1	—	—	—

From rest through gears to:—

	sec		sec
30 m.p.h. ..	8.0	60 m.p.h.	30.0
50 m.p.h. ..	19.8		

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	15—25	24.1—40.2
2nd	46—53	74.0—85.3
Top	74	119.1

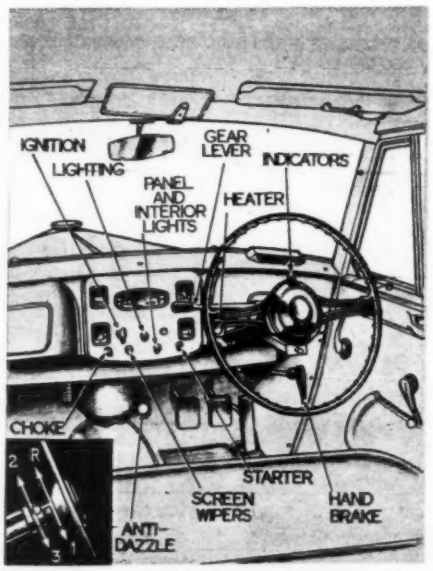
Speedometer correction by Electric Speedometer;—

Car Speedometer		Electric Speedometer m.p.h.
10	=	9.0
20	=	18.5
30	=	28.0
40	=	37.5
50	=	46.5
60	=	55.5
70	=	66.0

WEATHER; Dry, mild; fresh wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of September 30, 1949.



No. 1399: 2-LITRE TRIUMPH RENOWN SALOON

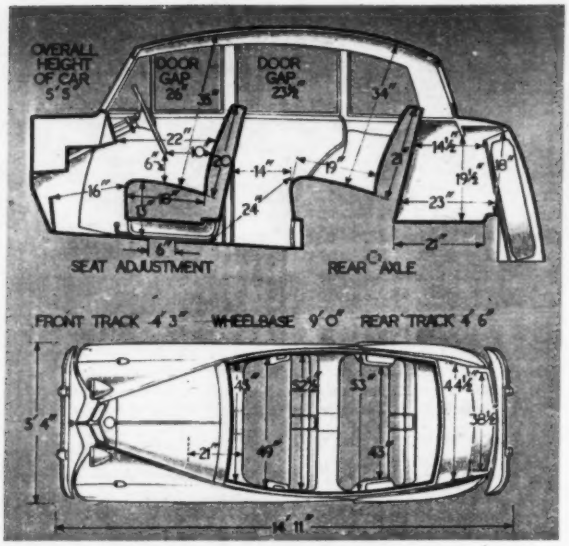
CONSIDERATION of the desirability of the 2-litre Triumph saloon is inseparably bound up with views encouraged by the design of the body. Its razor-edge style is distinctive, and the car as a whole has retained in full measure the traditional British appearance, but most of all this saloon body appeals for its practical and sensible arrangement and for the fact that the people travelling in it can see out of it really well. This car stands very high, indeed, is unique in its class, as regards unrestricted windscreen and window area, not only in the sense of sheer square feet of transparency, but also for the way in which pillars that can cause obstruction of vision have been kept to a minimum.

The current model follows the general design of the Standard Vanguard, having the same power unit, and now in its latest version also the same type of box-section frame construction and coil spring independent front suspension, although the wheelbase is longer.

There is a cheerfulness about riding in this car, resulting from its exceptionally light interior, and at the outset of acquaintance with it one feels in full control. It is of strong appeal to those who value motoring in what may be called a sensible way, that is, with quite enough performance for fast driving on occasion, but with the stress chiefly upon comfort and quality. These virtues—and how much they mean in everyday motoring—are amply present.

It can be very much a top-gear car. Control is simplified and performance is sufficiently looked after by the use of a three-speed gear box. It is exceedingly pleasant for pottering and shopping and for the ordinary mild uses of a car that form a good deal of most people's motoring, but also it is quick about the place and can achieve decidedly good average speeds. Under unfavourable conditions such as, for instance, during one period of observation of the running, which included rain all the time, a spell of mist and the passage of an average narrow-streeted English market town, an easy average of 40 m.p.h. was seen in an hour's running without using the maximum speed; and without any particular sensation of hurrying that figure could be 45 miles in an hour. The comfortable cruising rate is around 55 m.p.h., but there is no sense of stress or unusual increase in noise up to an honest 70 m.p.h. and at medium and normally fast speeds the general noise level is impressively low.

Of principal value to most drivers is the quick acceleration obtained without extensive use of the two lower gears. The car can be very quickly away from a halt and up to 50 m.p.h., for there is a real surge of power from the robust



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

This view gives a good impression of the car's exceptional window area, but although outward vision is notably good as a result, a "glasshouse" effect is avoided and the car has a strong suggestion of being an unostentatious but distinctive example of the British specialist car. In detail the neat fuel filler in the left rear wing is lockable, and at each "corner" is a convenient jacking socket, normally filled by a rubber plug.

but smooth overhead valve four-cylinder engine. Top gear can be held down to the region of 10 m.p.h. and the car will accelerate away briskly enough without changing down, being felt then as a four, though not really unpleasantly so, and showing some mild pinking under hard acceleration.

Second gear is capable of dealing with all but the steepest hills. On this ratio a 1 in 9 main-road hill was taken throughout in spite of corners and the need for slowing down behind other cars which the Triumph overtook as soon as the road was clear; and on second gear, too, it dealt with the frequently mentioned 1 in 6½ hill without any suggestion that first gear would be required, for the speed did not drop below about 25 m.p.h. There is real power for fast top-gear climbing, and a margin provides for the occasions when a clear run is not possible.

In any event the steering-column gear change operated by the left hand is a good one. In the ordinary course of driving the synchromesh is not overridden, and this form of gear change being always simplified with three speeds as against four, particularly as regards finding reverse, it can be put down as a good example of its kind, positive, convenient and light moving. There is decisive spring loading of the lever from neutral towards the lower plane of movement—for second and top gears—which is a logical arrangement. All the forward gears have synchromesh.

Control is good: the steering is quite high geared and positive, not calling for a driver consciously to keep the car on a straight course, a light, even finger, hold being sufficient. There is castor action sufficient to make an unobtrusive automatic return of the wheel after taking a right-angle turn. Road wheel movements are not felt through the steering wheel. In straightforward driving the steering is light and it requires noticeably more effort for a

Luxury is suggested by these views of the seating, with its horizontally pleated leather over soft Dunlopillo upholstery. The central arm rest in the one-piece front seat can be folded back if it is not required. There are adjustable elbow rests on the doors, which also carry pockets of sensible dimensions. A practical point of a sensibly arranged body is the hand grips formed in the polished door fillets, which provide a really convenient grip for closing the doors from inside. There is generous leg-room in the rear compartment, although the floor is not flat. The central folding arm rest at the rear is seen partially, also one of the ash trays recessed into the elbow rests—details typical of the way in which this satisfying car is laid out for comfort and convenience.

full-lock turn when manœuvring or turning the car round.

The Lockheed two-leading-shoe hydraulic brakes operate efficiently with moderate pedal pressure and do not call for special comment beyond the fact that at all times they were found adequate to the performance. They did not lessen in efficiency under conditions of heavy rain in which some part of the test was conducted.

Pedals are well spaced, and there is comfortable room for the left foot clear of the clutch pedal. The foot position on the throttle pedal is convenient and the action of that control is nicely smooth, as applies also to the clutch pedal and the clutch engagement when starting from rest. As regards actual driving position it would have been preferred by an average-height driver who likes to sit specially close up if the seat, which is in one section, could have been moved slightly closer to the steering wheel. A more upright back rest would also have been preferred, but that is a matter of personal preference. There is a useful range of seat adjustment, but the adjusting catch is not too easy to reach from the driving position, and the seat was rather stiff to move on its slides.

Outward vision has already been stressed. For the reasons mentioned this car shows up specially well in conditions of bad visibility and in heavy rain, for instance, besides in more pleasant conditions giving the maximum possible view from a saloon to all its occupants, except only that a sliding roof is not fitted.

The coil spring suspension now adopted is good from the point of view of absorbing shock. Bends can be taken fast without heeling over and generally the Triumph feels safe and stable, as well as giving a level ride both front and rear with very little vertical motion. This car gives the satisfactory impression of greater tautness on its springs than is usually found when coil springs are used.

The seating arrangement is such that on occasion six people could be carried, but the requirements of a lesser complement are looked after by there being good folding central arm rests in both seats, besides which adjustable elbow rests are fitted on the forward doors. An exceedingly attractive appearance is given to the interior by excellent quality leather over soft Dunlopillo upholstery, and by the veneered woodwork which is used for the facia board and its surrounds and on the doors, which close nicely in the "coachbuilt" style and have proper handgrips for inside use.

Instruments and Body Details

The speedometer is placed rather far to the left and its readings are obscured to some extent by the rim of the single-spoked spring steering wheel. The instruments include that valuable provision, an engine water thermometer, an oil pressure gauge is fitted, but the ammeter is replaced by a red warning light. Illumination of the instruments at night is good but not too bright; the same switch controls the roof light, which can be used only when the side lamps are on. There is a useful cubby hole at either side of the facia but neither of these can be locked. Door pockets are provided for maps and the whole interior is practical as well as pleasing to the eye. The sun vizors are of unusual width and an interesting and useful provision is an additional swing-over central vizor which can fill in the gap between the two main vizors or, at night, black out the driving mirror on occasion. This is an effective, if rather drastic, way of dealing with the problem of rear dazzle that arises in the absence of a rear window blind. The normal view in the mirror is commendably comprehensive.

Twin horns produce a penetrating but melodious note. The exposed head lamps give an excellent, and indeed now exceptional, beam. The foot-operated anti-dazzle switch is conveniently placed. For ventilation, in addition to the drop windows there are pivoting panels in the forward doors and slight opening of these is found to be very useful for keeping down mist formation under conditions which produce that difficulty. Fitted as standard equipment is a Clayton Dewandre heater of the non-fresh-air receiving type, but connected to de-misting and de-icing vents for the windscreen. This installation was found quite effective for keeping the driver's and front passenger's feet warm.

The luggage locker is of good size, the lid can be used as a platform, for which purpose it can be locked firmly, and its interior is lined. It is provided with an interior light usable when the side lamps are on. In the thickness of the lid are carried the spare wheel and wheel-changing tools.

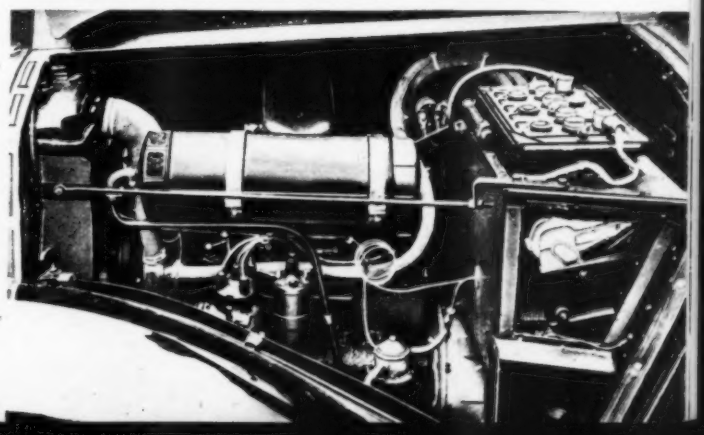
Front-seat occupants are conscious of the sound of the circulating fan, which must be kept running to operate this form of heater, though it is not raucous.

Details such as ash trays are well done, the quality of floor coverings is above the average, and the facia cubby holes and the interior of the luggage compartment are lined more eyeably and more practically than often applies.

At all times starting was immediate and the choke control can be partially returned towards the normal running position within a minute or two of the engine's firing, and be dispensed with altogether within a quarter of a mile from cold. The engine is refreshingly accessible beneath a longitudinally hinged two-piece bonnet. The radiator filler cap is external and, therefore, thoroughly accessible, too, and the petrol filler cap in the left rear wing is lockable, in which connection another instance of attention to detail which is typical of this car is seen in a neat slide provided to keep rain out of the keyhole. Jacking points are well arranged.

In overall dimensions the Triumph is handy, being not over-wide in an average private garage, and as compared with its predecessors this latest model gives the impression of being subtly stepped up in the quality of its "feel" on the road, as well as in that of its interior equipment and finish.

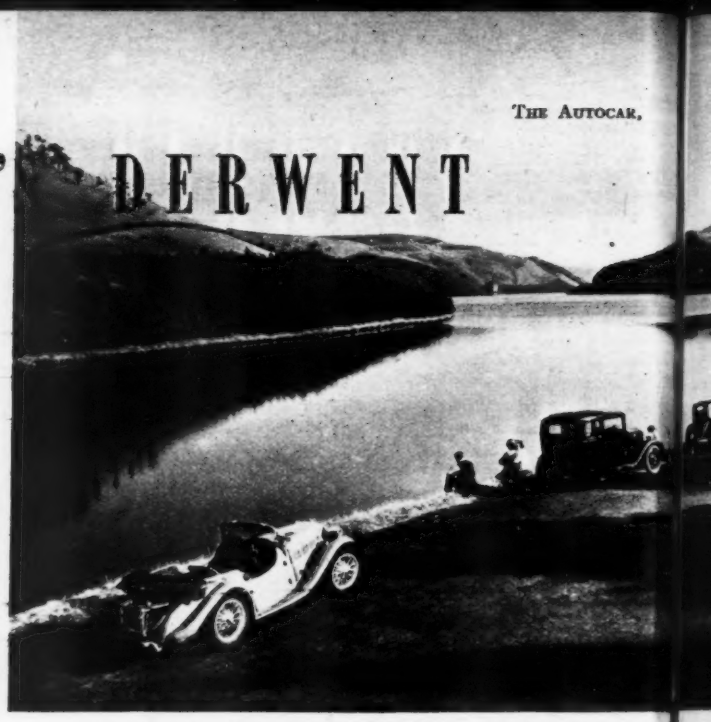
The air cleaner dominates the left side of the engine, which is generally accessible for maintenance attention, including notably the ignition distributor, petrol pump, a conveniently long-handled oil dipstick and the oil filler—reached from this same side although hidden from the camera by the air cleaner. Low down on this side is a Fram oil cleaner The sparking plugs are somewhat masked by the interior heater water connection; they are fitted with caps to minimize condensation. The battery could hardly be more accessible.



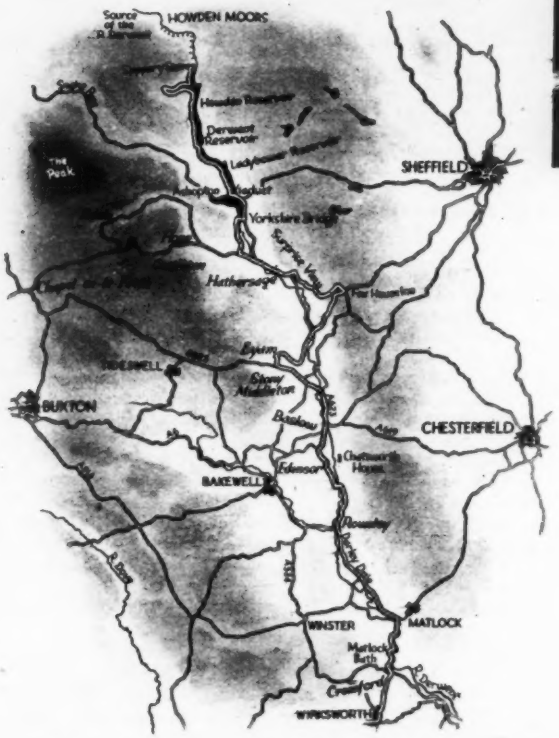
DERBYSHIRE' DERWENT VALLEY

By G. DOUGLAS BOLTON

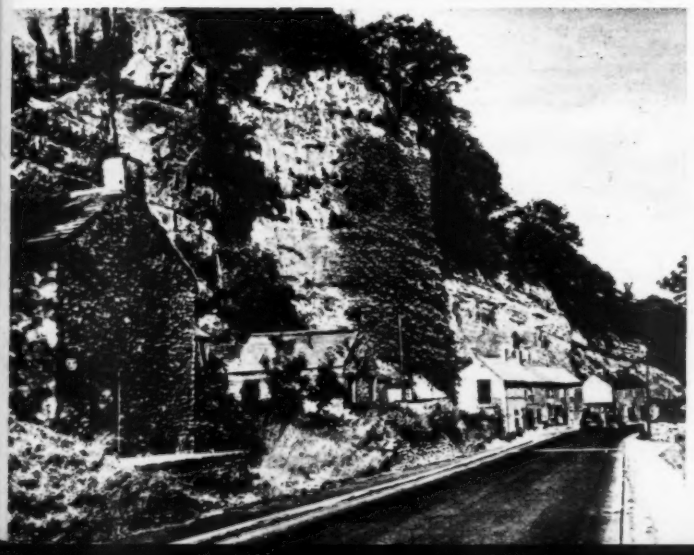
UP THE RIVER—BY CAR



A man-made landscape, where Howden Reservoir lies bordered by conifer plantations and the noble dam is seen over the waters.



At the big reservoirs man has tailored the landscape, but at Stony Middleton his dwellings unobtrusively grow out of the rocks and seem to form a part of them.



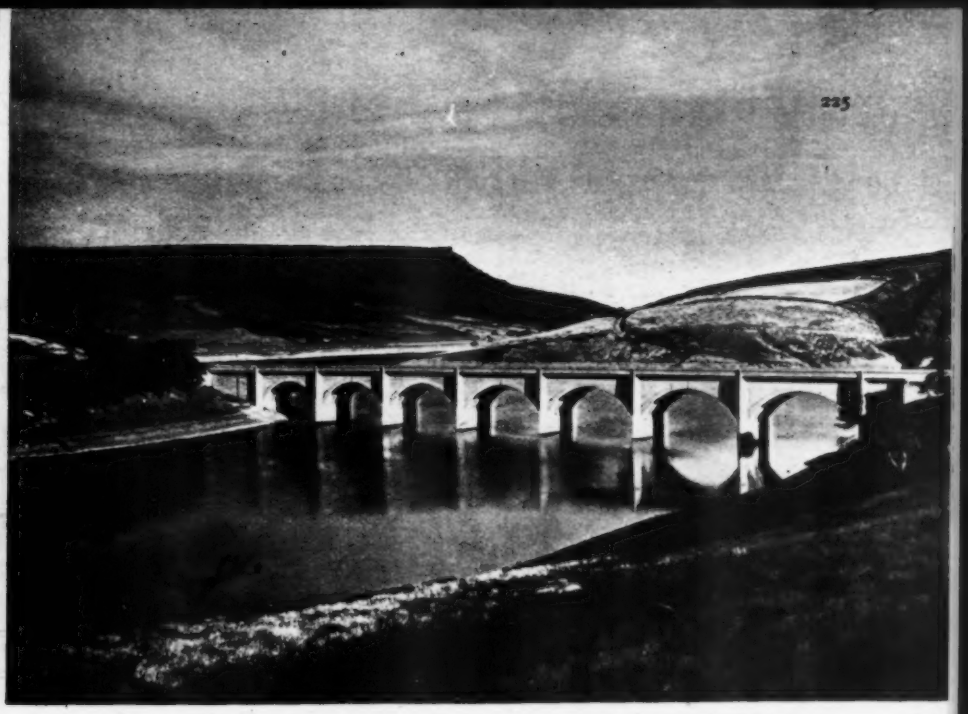
RIVERS are attractive subjects and there is nothing unusual about trying to follow a river from source to mouth or vice versa. Tourists have been doing this for centuries but now that cars are here there are few British rivers too long to permit a rough inspection during the course of a day's motoring. Sometimes it is more interesting to follow a river to its source; in other cases it may be preferable to reverse the process. But the Derbyshire Derwent reveals increasing attractions the nearer one approaches its source.

I started my journey at Cromford, where the Derwent is spanned by a picturesque bridge with arches which appear pointed when seen from one side and round when viewed from the other side. The view from the parapet, looking towards Willersley Castle, is richly wooded on either side of the river, which is broad and straight at this point.

The first portion of the route covered familiar territory, and road and river kept close together all the way to Matlock. But this is a journey which never palls and my interest was as keen as ever as I saw how the river nestled close to the Lovers' Walks, graced Matlock Bath beneath the dominating Heights of Abraham, and crept close to the frowning cliffs of High Tor. This last must be one of the best known and most frequently photographed scenes in Britain. It has, perhaps, reached a climax of popularity in railway carriage murals. I continued up Darley Dale to Rowsley and northwards to the pleasant little village of Beeley and the substantial bridge near Calton Lees. This marked my entry into one of those hallowed portions of Britain where beauty is preserved largely by the zealous care of the nobility. The model village of Edensor and the charm of Chatsworth Park owe much to the Duke of Devonshire. The splendours of Chatsworth House itself and the glory of the gardens are open to the public on most days, but it is well to remember that parking is prohibited in the park, however much you may be tempted to stop beside the ornate river bridge.

There are two bridges across the Derwent at Baslow and the old bridge has a guard-house at one end, a relic of the days when it was a toll-bridge. It is worth making a short digression from Calver, three miles north of Baslow, to visit the extraordinary village of Stony Middleton with its steep limestone cliffs affording a precarious perch to colourful cottages.

The main road up Middleton Dale passes through Stony



Ladybower Reservoir, spanned by its finely proportioned viaduct. This is the largest artificial lake in Britain.

Middleton, beyond which a by-road leads to the picturesque village of Eyam. Although pleasant enough now, Eyam has a tragic history resulting from the visit of the Great Plague in 1665. It began with a box of old clothes brought from London to a cottage near Eyam church. The clothes were infected with the plague which had been having such a disastrous effect in London for some months, and Eyam reaped a terrible harvest. For over a year the plague continued to wipe out the village population until five out of every six inhabitants had died. That the peril did not spread farther was because of the struggle of the rector, William Mompesson, his wife, and a Nonconformist minister, whose combined efforts succeeded in isolating the village from its neighbours. Food supplies were obtained by arranging for the goods to be deposited within certain boundaries, payment being made by dropping money into the cleansing waters of "Mompesson's Well." Ultimately the church and churchyard had to be closed, bodies being buried in fields and gardens and sermons being preached to the dwindling population in a local dell called "Cucklet Church." The rector survived his ordeal and the plague was stayed some 13 months after its onset. There is still an annual pilgrimage to "Cucklet Church," where a commemoration service is held on the last Sunday in August.

I rejoined the Derwent at Grindleford Bridge and then made another digression by following the Sheffield road alongside the Burbage Brook to the Fox House Inn, just over the Yorkshire border. It is worth making this detour because the return to the Derwent Valley takes in the justly famous Surprise View. The road at this point is nearly 1,000 feet above sea level and, as it rounds Millstone Edge, the view has a breathtaking effect. The panorama to the south reveals an inviting stretch of the Derwent Valley but the view to the north-west towards the climax of our journey is still more satisfying. The Vale of Hope and the heights of High Peak extend to the horizon and form one of the finest vistas in Derbyshire. This viewpoint is comparatively near to Sheffield and, on summer evenings, thousands of visitors arrive by car, cycle, and on foot.

Hathersage is well worth a visit with its delightful moorland surroundings and associations with Charlotte Brontë's *Jane Eyre*, and the Hope road can be followed to a narrow lane branching northwards to the little hamlet of Thornhill. Here is comparative solitude and the northbound lane to Yorkshire Bridge (which is in Derbyshire) gives a series of impressive views of the upper reaches of the Derwent. After crossing the bridge, with views of the cascading course of the river in wooded surroundings, the main road can be reached by a steep climb followed to the imposing Ladybower Reservoir. This was the start of the climax of my journey, which was to culminate in Derwent Dale and Hodwen Moors. This huge Ladybower Reservoir, which attains a depth of 135 feet and has an outer boundary of 13 miles, is the largest artificial lake of its kind in Britain.

The doomed village of Ashopton has long since been submerged beneath the broad waters of the reservoir. As one who knew this district before the flooding, I now found the landscape quite changed. But it is grand motoring country none the less and might be likened to an artificial Lake District, not without its own unique charm. I crossed the magnificently constructed Ashopton Viaduct and followed the by-road which here diverges to the north, keeping alongside Ladybower Reservoir to Derwent Dale. This is a first-class road and double-decker buses ply as far as the great dam of Derwent Reservoir, a truly splendid structure. Beyond this point an excellent but narrow road winds alongside the western shores of Derwent Reservoir. It continues to Howden Reservoir amid very fine scenery, even if much of it is artificial, and round the long western arm of Howden Reservoir to the road terminus. My speedometer clocked nearly ten miles of reservoir going along this route.

The road terminus is a lovely spot much beloved by the local motorist, but if you want to get away from crowds there is a delightful walk northwards to Slippery Stones and Howden Moors. The rough track, a continuation of the road, crosses picturesque stepping stones and eventually dwindles into a footpath which penetrates the dense woods. As I strode along this quiet walk and emerged into open moorland, I thought the scenery not unworthy of a Scottish glen. The Derwent was now a splashing brook crossed by the footbridge at Slippery Stones. It was an exhilarating walk towards the lonely Howden Moors of Yorkshire, near the source of the Derwent, and the final stages of this cheerful stream would make an ideal situation for a quiet picnic. But this excursion should be reserved for a fine, sunny, summer day. Under such conditions this route reveals some of Derbyshire's finest scenery.

The Bonneville Story

UTAH'S EDEN OF SPEED—THE CELEBRATED SALT FLATS

IT being apparent that the whole future of super-speed on land is bound up with a brine-carpeted tract of the earth's surface, measuring about ten miles by fifteen, in the State of Utah, U.S.A., it may be of interest to con briefly the annals of the freak of nature which we know as the Bonneville Salt Flats. It was here, of course, on this dimensionally insignificant section of the desolate Salt Desert itself—an expanse some fifty miles wide and three times as long, composed mostly of mud—that our own John Cobb and his 2,500 h.p. Railton in 1947 raised the land speed record to 394.196 m.p.h., exceeding the quadruple century in one direction for the first time in the history of wheeled travel.

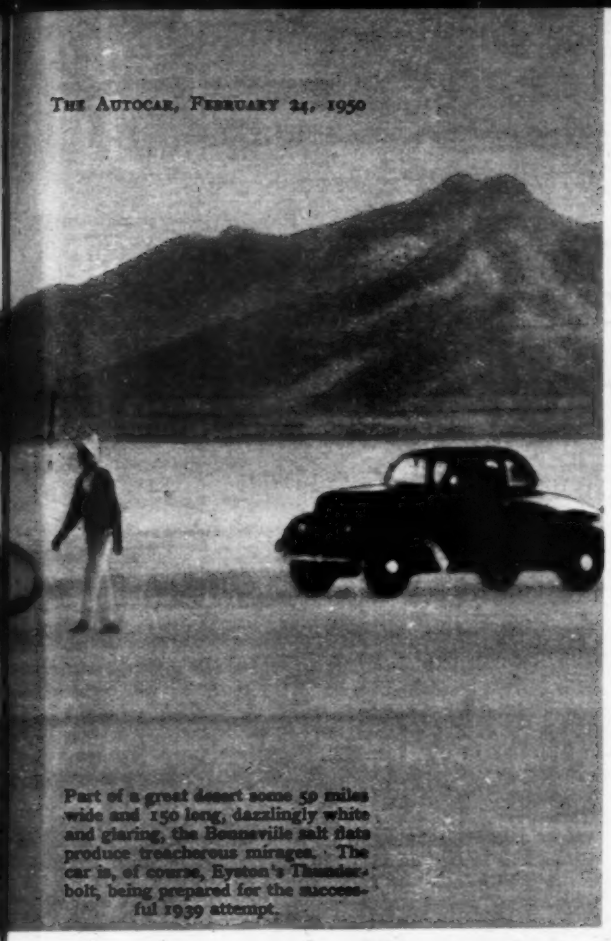
Not the least surprising aspects are, first, the relative brevity of the recorded history of the desert, and, secondly, the bulwark of reserve on authority's part against which the self-appointed advocates of the Flats as a speed paradise for so long hammered in vain. Such conservatism, in which it is scarcely over-imaginative to detect an element of superstition, would have been less remarkable in die-hard Britain than in a country which prides itself on receptiveness to new ideas.

It is true that modern man's earliest incursions into the desert were hardly auspicious. It is 121 years since a hoof-borne caravan, led by one Jedediah Smith, first spanned this inhospitable territory, reaching "civilization" in the last stages of physical and mental dereliction after a journey of which by no means the worst feature was the dietetic monotony of packhorse flesh. Nineteen years later the Donner party fared far worse, owing mainly to an unfortunate choice of season; forty-three members of this outfit lost their lives. Oddly enough, it is considered quite probable that Captain B. L. E. Bonneville, after whom the great speedway is named, never actually set foot on the billiards-table rectangle which the feats of Cobb, Jenkins, Campbell and Eyston have already made world famous. Bonneville explored adjacent regions in the course of his U.S. Army duties in the early 'thirties of the last century.

The swish of tyres was first heard across the desert wastes in '96—the same year, incidentally, as Utah became a spangle on the banner—when Bill Rishel and C. A. Emise traversed the brine wilderness in twenty-two hours. For Rishel, now president of the Utah State Automobile Club, the desert crossing was just part of a much bigger assignment, viz., carrying a message from San Francisco to New York as a publicity stunt for Hearst, the newspaper king. Indirectly, the motoring world owes a debt to William Randolph Hearst, for it was this bicycle journey of Rishel's which made him the indefatigable Bonneville gospeller he has been for more than five decades. But for his support and encouragement, Ab Jenkins might never have persisted in the struggle against prejudice which led up to the first officially recognized salt records—his 2,710 miles mark for twenty-four hours in 1933.

Fittingly enough, Jenkins himself was the first man to take a powered vehicle on to the Flats. His mount was a Yale motor cycle and the date 1910. Even for Ab, whose extraordinary toughness has since been exemplified by his unassisted twice-round-the-clock records, that trip can have been no honeymoon. For the approach to the salt he had the choice between ploughing through the ooze oceans which surround the Flats, or traversing thirty miles of the railway tracks that Western Pacific had laid three years earlier. He chose the latter—and considered it sufficient consolation to win through at length, with his spine intact if somewhat sloppy in the tolerances, to an incomparable crystalline Eden where the Yale's mile-a-minute speed felt like a saunter.

This pioneering feat, whose significance it is easy to appreciate in distant retrospect, did precisely nothing to enhance the local fame that the Mormon had earlier acquired in two spheres—bicycle racing on the saucer track in Salt Lake City's Salt Palace, and setting inter-city motor cycle records. In fact, the indifference of the Press to everything connected with the Flats, right from the earliest days until the A.A.A. and the A.I.A.C.R. set the seal of formal recognition on Jenkins' Pierce Arrow records in '33, is scarcely less remarkable than officialdom's lukewarm attitude to every project for exploring this unique natural surface-plate.



Part of a great desert some 50 miles wide and 150 long, dazzlingly white and glaring, the Bonneville salt flats produce treacherous mirages. The car is, of course, Ryston's Thunderbolt, being prepared for the successful 1939 attempt.

It was in 1911 that W. D. Rishel, accompanied by Ferg Johnson of Wendover, made Bonneville history by being the first man to drive a car across the salt. His mount was a Packard belonging to Johnson, and this penetration, like Ab's a year earlier, owed its rigours to the great difficulty of spanning the rough and treacherous terrain surrounding the Flats on every side.

Three years later, in '14, the desert echoed to the blare of racing exhausts for the first time, when one Eddie Morass, sponsor of a travelling outfit which had been putting on exhibition car races at fairs in various parts of the Union, brought the Blitzen Benz, its driver, Teddy Tezlaff, and 150 spectators to the salt by rail. Tezlaff covered the flying mile at 141.73 m.p.h.—at least, that's what the highly rudimentary timing apparatus made it. This figure, as Morass pointed out to the A.A.A., was faster than the current record, but, as the A.A.A. pointed out to Mr. Morass, it wouldn't do for them, no sir.

The page turns . . . the first World War comes and goes . . . and in 1925 the S.L.C. bigwigs celebrate the inauguration of the Victory Highway across the salt (which Bill Rishel had planned) with an orgy of civic back-slapping, toasts and fruity speeches. It was within a week or two of this event that Jenkins first hit the Flats on four wheels, his journey being the outcome of a $250 wager that he and his balloon-tyred Studebaker could beat the special excursion train from Salt Lake City to Wendover, a distance of 125 miles. They did.

The potentialities of the Flats as a speed realm had by now become an *idée fixe* with Ab, and this 1925 match race still further strengthened his determination to sell the idea to those in authority. With this object in view, he had many earnest talks with high-ups of the A.A.A. and other bodies during the period 1925-32, but to no avail. The opportunity to prove his theories by practical demonstration came when, on the strength of an impressive string of stock car hill-climb and board track records, Jenkins was invited by the Pierce Arrow people in early 1932 to get the weevils out of a new twelve-cylinder model they had introduced, and which wasn't up to expectations.

Sequel to backroom operations which stepped up the P.A.'s output from 130 to 175 b.h.p. was its appearance in mid-September of that year on the Bonneville Flats, where in ordinary roadster form, but minus wings and windscreen, it proceeded to lap a circular twenty-mile ring for twenty-four hours at an average of 112.935 m.p.h.; the Mormon drove the whole distance himself, never leaving his seat from start to finish; there were twelve tanking stops but no tyre changes.

That run, although it decisively paved the way for what was to follow, lacked official blessing, the A.A.A. Contest Board claiming that Jenkins had given insufficient advance notice to enable them to lay on the requisite services. Even the Pierce Arrow people had been, to say the least, dubious about Ab's choice of venue, while the S.L.C. Chamber of Commerce, of whom our English recordmen have such pleasant memories, had been quite without faith in their native brine as a speedway. And, if it comes to that, what *has* Bonneville got that the world's finest sand stretches lack?

Danger Areas

Well, to start with, the tractive resistance of salt is extremely low. The saline carpet varies in thickness from about a sixteenth of an inch to ten inches, and conceals an allegedly "bottomless" foundation of black, oily mud. Thus it is important to map a circuit which will avoid areas "going a little thin on top." In 1935 Jenkins inadvertently trespassed on such a spot in a passenger car, and, with all hands strenuously at work, it took them eight hours to exhume the machine.

Where the thickness of salt is substantial, on the other hand, the surface is adamantly resistant to penetration or break-up under the scrubbing action of speeding wheels. Preparatory to the Pierce Arrow runs in '32, steel wedges were used to punch holes in the crust for the insertion of course-making stakes; often these wedges bent like cooked macaroni.

The salt, always slightly moist, has admirable thermal properties which make it lenient on tyres; at the same time it has great powers of absorption, enabling speed schedules to be maintained through hours of blinding rain; additionally, although traction is first-rate, the brine has a very high non-capsize factor. According to Ab Jenkins, no car has ever overturned on the Flats, although it may be recalled that Charles Brackenbury, driving John Cobb's single-engined Brooklands car in Utah, once went into a *valse triste* at 150 m.p.h., travelling backwards for hundreds of yards.

Sole item on the debit side is the strong mirage-making propensity of sunglare on the aching white of the salt expanses. Jenkins had his first experience of these awesome delusions on the initial Pierce Arrow bout, eighteen years ago, when he repeatedly found himself driving into spectral "walls" at close to two miles a minute.

The limited length of the speedable straightaway which the Flats offer—approximately half the distance available at Daytona Beach—may perhaps be counted against Bonneville, and this is a disadvantage of cumulative magnitude, as the inherent speed of L.S.R.-contending cars increases. Already, with five miles for acceleration and another five for braking, a 400 m.p.h. car has none too much longitudinal *lebensraum* to play with. Potash excavations during the Kaiser war reduced the length of the reach over which modern land speed records are set.

On the other hand, the psychological effect of limitless flanking elbow-room, as John Cobb admits, is great. It is arguable that nothing that moves on wheels could survive a spin at past 300 m.p.h.—but then again, who knows, perhaps it could. Either way, the absence of obstacles for five miles to port and another five to starboard remains, on the testimony of the men who break the records, a most comforting thing.

During the winter of 1932-3 Jenkins toured the States on Pierce Arrow's behalf with a movie of the preceding September's canter, and, after a member of the A.A.A. Contest Board had seen the film, sanction was given for officially timed record attempts the following season. So,

The Autocar artist, the late F. Gordon Crosby, painted this fine impression of Eyston and Thunderbolt at speed.

The Bonneville Story . . . . . continued

at last, the life-long dream of Rishel and Jenkins was to come true. Given a fair break, the graveyard of the Donner party victims was to become the birthplace of records which would resound throughout the motoring world.

Again driving the twelve-cylinder Pierce Arrow, but under conditions markedly less favourable than in '32—a cloudburst and a 40 m.p.h. wind enlivened part of the marathon—Jenkins repeated his voluntary endurance test by going twice round the clock at an average of 117.77 m.p.h., a world record. Many other new world's and international figures, superseding records made at Montlhéry by Kaye Don, Campbell, Eyston and others, were set up in the course of the run (dates, August 7 and 8, 1933), and Jenkins was able to demonstrate the good navigational qualities of his beloved salt sea by shaving himself at over 125 m.p.h.

World Records on Salt

It had always been the Mormon's ambition to obtain not merely national but global recognition of the supremacy of salt as a speed medium, and, therefore, with characteristic generosity, his response was avid when S. C. H. Davis, acting on Cobb's behalf, applied to Ab for Bonneville data after the latter's successful 1933 bids. And an event which he recalls with delight was his meeting with Reid Railton at Detroit the following year. Jenkins in the meantime—on August 16 and 17, 1934, to be exact—had boosted his own twenty-four-hour record to 127.229 m.p.h., driving a revamped version of the Pierce Arrow Twelve, now named the Ab Jenkins Special on the strength of exhaustive design modifications carried out by its driver. The new figures were so impressive that, taken in conjunction with Fred Dixon's fearsome crash at Montlhéry while shooting at the same target on Cobb's Napier Railton, our British recordmen could no longer doubt that from henceforth it was a case of "salt or nothing."

The Jenkins-Railton talks at Detroit in 1934 were themselves sufficient to sell the Englishman the salt; and, of course, as the designer of both Cobb's and Campbell's record cars, Railton was a figure of unequalled influence in such a matter. He was, he said, satisfied without a personal reconnaissance of the Flats, adding: "We shall be out next summer."

Ab didn't have to ask what "we" meant; however, just in case his Detroit proselytising mightn't prove decisive so far as Sir Malcolm Campbell and his Bluebird were concerned, Jenkins trekked down to Florida in the spring of 1935 and tried the salt gospel over on Campbell himself, who was preparing for what was destined to be the last non-saline land speed record of this or any foreseeable era. Bluebird's Daytona "high" came out at 276.816 m.p.h. When Campbell, in August of the same year, made history's first salt-borne land speed record attempt, it was the same thing as admitting that the white desert of the west was the only place on earth where 300 m.p.h.—with which figure an ardent personal ambition of his was bound up—could be topped with a reasonable survival prospect. The result of that attempt, of course, is history; a two-way average of 301.13 m.p.h., after nightmare moments when oil spray filmed the windscreen and choking fumes brewed up in the cockpit.

Thus did the last and greatest of a long line of Bluebirds bring climax to Bonneville's *annus mirabilis*, 1935: the year in which, among other things, Cobb first sped over the brine which would later become his especial kingdom (taking turns with Tim Rose-Richards and Charlie Dodson at the wheel of the Napier Railton, John piled over 7 m.p.h. on to Jenkins' twenty-four hour record, making it 134.85); the year Jenkins' blown Duesenberg arrived and, after so very nearly frying Ab to a cinder in his seat, went on to win the coveted "24" back for Uncle Sam with a speed of 135.58 an hour; the year that Ab, who combines an engaging personal modesty with a genius for publicizing his backers' products, gallumphed over the brine at 68 m.p.h. on an Allis Chalmers tractor (as a one-time Allistamer, I can believe him when he says that "that was one of the most thrill-packed experiences of my life"); the year that George Eyston, another of the morrow's fastest men on earth, first went into the Utah wilderness, and had the last word—for that year—in the international two-laps-of-the-clock struggle when his new Rolls-Royce-engined Speed of the Wind, conducted in relays by the owner, Bert Denley and the late Chris Staniland, made it 140.5 m.p.h. for the twenty-four hours. . . .

Many coveted records changed hands on the Flats in 1936, a season which, although marked by a breather on the L.S.R. front, was one of feverish activity in the long-distance sphere. But even the staunchest protagonist of our British visitants, Cobb, Eyston and their crews, would allow that '36 was Jenkins' year: then it was that Ab, making notable concessions to the march of time, followed European example by resorting at last to aircraft engines and a relief driver. His new car was the Mormon Meteor, a Duesenberg powered by a Curtis Conqueror engine, and his driving partner Babe Stapp of Indianapolis fame (Stapp, incidentally, rode as part-time ballast during some of Jenkins' spells). The Americans rounded off a season of intense yet always friendly international rivalry by taking every world's record from 50 miles to 48 hours, the Meteor's figures for the twenty-four and forty-eight being 153.823 and 148.641 m.p.h. respectively.

The more recent history of speed on salt, of which the high-lights were Eyston's 1939 feat in being first to pass the 350 m.p.h. mark, driving Thunderbolt, and John Cobb's two subsequent land speed records of 369.7 m.p.h. (1939) and 394.196 m.p.h. (1947), are too fresh in the public memory to need detailed recapitulation.

What of the future? DENNIS MAY

For Town or Country

The Silent Sports Car

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WITH AN EYE TO THE FUTURE

Motorists who remember the excellent quality and consistent reliability of pre-war CLEVELAND petrols keenly look forward to the return of branded motor spirit.

And when that day comes the younger generation will find a new pleasure in the smooth running and additional power which CLEVELAND petrols assure.

On this realistic working model the car has taken the bend too fast and swung out as it approached the crest of the bridge, causing a serious accident. On the second lap the car follows its correct course, showing how such a road should be negotiated.

SAFETY FOR ALL

PERMANENT EXHIBITION FOR ALL ROAD USERS

HOW many feet do you need to pull up at 30 m.p.h? Favourite answers vary between 30 and 40ft, but the right answer is nearer 73ft, because the average driver takes $\frac{7}{10}$ sec to react to an emergency—during which 28ft is covered—and the brakes need another 45ft to complete the task.

This brings home an important safety factor when seen in print—but when experienced in "action" it is brought home to stay. This principle of action is the key to success in the permanent exhibition of the Royal Society for the Prevention of Accidents, at RoSPA House, 17, Knightsbridge (Hyde Park Corner), London, S.W.1.

It is an unusual exhibition, intended to be reproduced in provincial cities, and designed with infinite attention to detail. Almost every exhibit is of the have-a-go-yourself type, and, during a visit, the driver or learner-driver can take a complete and thorough driving test, and be shown his "reaction time."

To the experienced driver the reaction test is probably the most interesting. He takes his seat at the wheel in a realistic two-seater and drives along the "road" projected on the screen in front of him. All the controls react upon the "road," giving an extraordinarily realistic effect. Side turnings can be taken at will and, at roundabouts, the driver may drive right round and back down the same road again.

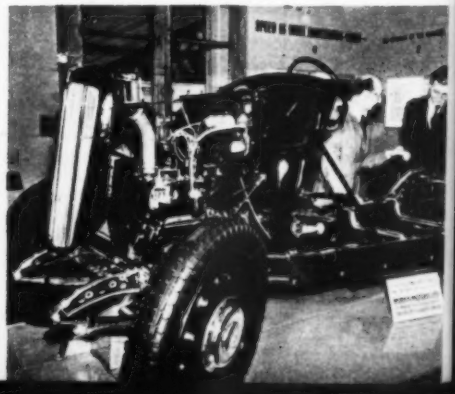
Three times a stop sign above the screen is illuminated and each time the driver does his snappiest "crash stop." The average time is used for final calculation. The more the experience of the driver, the better the chance of a shorter reaction time than $\frac{7}{10}$ sec, but the ultimate result is mainly governed by physical limits rather than by experience.

An initial entrance charge is made, but this includes all the tests. Extra charges are payable only for special tuition for learner drivers, or refresher courses on the Link trainer, which includes a brush-up on the Highway Code. Already many driving schools take their pupils through the exhibition because it provides interesting and effective training. The exhibition is open from 10 a.m. to 7.30 p.m. every day except Sundays.

Above: This model, operated magnetically by the instructor sitting at the far side, is being used to show a party of schoolchildren their precise responsibilities in preventing road accidents.

Left: Here, a pupil is accurately tested for her "reaction time" on one of the Link trainers. The instructor, seen in the driving mirror, operates the stop switch, and the dial, extreme left, records the time that elapses between the stop light being turned on and the brake pedal being depressed. The road on the screen moves in relation to the car, exactly as a car would move on a real road in answer to the controls.

Below: This cut-away model of a Morris Eight is studied extensively by learner drivers to give them an accurate idea of what goes on "under the bonnet" of their car.



COMMERCIAL VEHICLE MANUFACTURER AIMS AT THE MASS MARKET—THE GUTBROD SUPERIOR 600

Simplicity and lightness are outstanding features of the Gutbrod design. The car is similar in size and outline to the Fiat 500 and has a simple canvas folding top. Visible inside the car is the simple instrument panel with two dials and a two-spoke steering wheel. Below the door pillars can be seen the outrigger brackets supporting the body on the backbone chassis.

New German People's Car?

ANNOUNCEMENT of the new Gutbrod Superior 600 miniature car in Germany reveals an effort to produce a new people's car despite manufacturing difficulties in a country devastated by war. It is recognized that the Volkswagen is now too elaborate and expensive to be a true people's car and something simpler is needed to bring motoring within reach of the working man.

The Gutbrod company at Plochingen in the American Zone was known before the war for its commercial vehicles and for the small Standard Superior rear-engined car which was produced in limited quantity. Since the war, production of light commercial vehicles has been resumed and in 1949 three thousand delivery vans were produced.

Walter Gutbrod, son of the founder, has long been interested in making a small car, but bearing in mind his father's advice that "it is better to be your own master in a village smithy than to be general director in someone else's factory" he has evolved a scheme to supplement the resources of his own works by sub-contracting many of the components among other engineering companies in Wurtemberg. Further simplification and manufacturing economy are achieved by using existing components obtained from other manufacturers. The independent suspension embodies Daimler-Benz parts; the central tube of the chassis is an existing component from another design, and throughout the chassis there are, as one report says, "many old acquaintances."

The car is powered by a two-cylinder water-cooled two-stroke engine with flat-topped pistons. This is mounted ahead of the front wheels, which it drives through a three-speed gear box. There is independent suspension all round by coil springs, with swing axles at the rear, and the chassis consists of a tubular backbone with outriggers to carry a light steel-panelled body.

In size, style and performance the car is intended to challenge the Fiat 500, but the design is much simpler and there are fewer mechanical parts. As will be seen from the illustrations the body pressings have been simplified and on both body and chassis considerable economies have been obtained by making parts interchangeable between left and right and front and rear.

The company has obtained the services of Dr. Schnürle, whose classic work on the scavenging of two-strokes was the basis of the successful pre-war D.K.W. motor cycle engines and has since profoundly influenced two-stroke design throughout the world.

The car will be sold as a very simple standard model at a price of about 3,990 dm (£335) or as a de luxe model with larger tyres, a clock, better quality upholstery, chromium plated fittings and an interior light, costing 4,380 dm (£365). Twin wipers and heater and demister are standard fittings.

The idea that a car can be assembled from bought-out components at a price to compete with established manufacturers who make their own vehicles throughout has been proved wrong repeatedly in the past. Such a scheme may, however, find a place in the present transitional state of German industry. In view of the simplicity and lightness of the vehicle the manufacturer's claim of 47 m.p.g. with a maximum speed of approximately 60 m.p.h. does not seem unduly optimistic.

SPECIFICATION

Engine.—2 cylinders, two-stroke, deflectorless pistons, water cooling; 70×75 mm, 576 c.c., 18-20 b.h.p. at 4,000 r.p.m. Compression ratio 6.2 to 1.

Transmission.—Three-speed gear box. Front-wheel drive. Final drive ratio, 5.5 to 1.

Suspensions.—Front independent with coil springs and telescopic shock absorbers. Rear independent with swing axles and coil springs. Tyres 4.00×15in.

Other dimensions.—Overall length 11ft 8in; width 4ft 7½in; height 4ft 4½in. Wheelbase 6ft 6⅝in; track (front) 3ft 8⅝in; (rear) 3ft 9½in. Weight 1,390lb.

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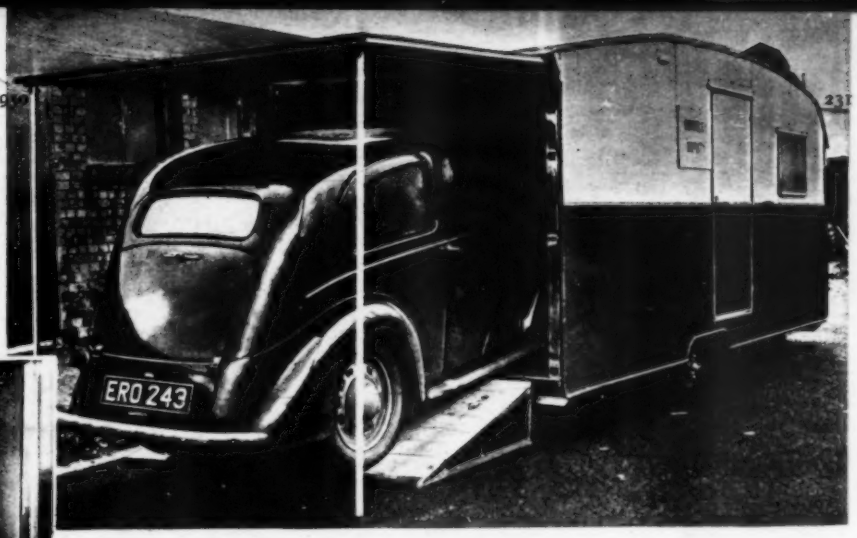
Winetasters dream
of clear moselle,
But the motorist
only dreams of SHELL

—and when the days of "Pool petrol only" are over, you will find once more that—you can be sure of Shell.



The Deputy in use as a garage, with its canopy door open and a Ford Prefect entering by the ramp. Below is seen the interior in travelling trim. Beds have been raised to the ceiling and bedding stowed over the kitchen unit.

Multi-purpose Mobility

NEW CARAVAN CAN ALSO BE USED AS A GARAGE

THE use of space many times over is an aspect of caravan design that has already been brought to a high state of development. A new design by Berkeley Coachwork, Ltd., which was recently demonstrated at the company's works at Biggleswade, Bedfordshire, can be used as a garage when not required on the road.

It is called the Deputy, and the overall length is 17ft 6in. Normally it is a four-berth design, with end-kitchen, and there is provision for a lean-to tent at one end to provide further useful holiday accommodation. All the interior equipment is removable, the beds stowing at the front, so that when the van is lowered, by means of the jacks in the corner supports, and with the rear end hinged upwards, the interior space is sufficient to contain a car, which can be driven up ramps at the rear. Small protective discs fit over the brake drums as the wheels must be removed for the conversion. Useful temporary winter stowage is provided for a car or for longer periods, if approved by local authorities, for those in the garage-less circumstances which often occur nowadays. The conversion by one person takes about half an hour.

Many other uses for the converted Deputy are claimed by the makers. It forms an admirable and well-insulated store room or boathouse, and as emergency accommodation many uses will suggest themselves. Its advantages as a movable commercial display room would be very considerable. The cost of the Deputy, of which the prototype only has so far been made, is expected to be £425, without purchase tax.

COLLISIONS and ROAD SIGNS

AS the Stipendiary Magistrate in a big city, I try only a proportion of motorists for bad driving (my lay colleagues try the others), and that may be why I get so many cases of collisions between motor vehicles where both drivers are accused of reckless or careless driving. A considerable percentage of these collisions occur at cross-roads, and in very many of these there is, if one may so put it, a third offender, present only as an unseen ghost, namely, the roads authority, and alas, unpunishable except by the magisterial tongue, and to the lash of this the authority usually appears to be impervious.

There are, in my district, and I should imagine all over England, numberless cross-roads where both the roads are of about the same size, and where each seems to be the main road to any stranger driving along it. Even those who know the locality well argue as to which is the more important. Across these roads people drive, each happily thinking that any vehicles from the cross-roads will give way to him, and when two people do this simultaneously there is always a collision, for which, of course, in the majority of cases, both were to blame, and both have to be found guilty and dealt with by the Court.

It is obvious that blame must attach to anyone who drives over a crossing without either making sure that no cross traffic is likely to collide with him, or without being absolutely certain that he is on the major road, and that it is the duty of the other fellow to give way to him. But every motorist knows in practice how one tends to take a slight risk in such circumstances, particularly if one's own road looks like the major road; and how that slight risk which one takes may, in fact, be a very much greater risk than one has realized.

But the fact that both drivers are legally and even morally to blame does not alter the very much more important fact that if there were notices up—"Slow—Major Road Ahead" in one of the two roads (and this notice should be put up whether the roads are of equal weight or not), the vast majority of such accidents would never occur, and where they did occur, there would be no difficulty in fixing the blame on one of the two drivers, instead of having long and complicated arguments as to whether one or both had committed driving offences.

The excuse made by the local authorities, when their spokesman condescends to say anything at all, is that the expense of putting up numerous notices of this type would be prohibitive, and that the material with which to make the notices is unprocurable. I cannot believe that these difficulties are insuperable. At larger cross-roads there should be traffic roundabouts much more frequently than now.

Other vehicle collisions which I have to try arise from drivers turning to the right to go up side roads, or starting off from where they have been parked. Usually such a driver is to blame, but sometimes it is the overtaking car whose driver has failed to notice or interpret the signs or movements of the former. The road authorities can do little to help here, except that the division of a road into the two one-way tracks would often be helpful.

I will mention one other matter, in the hope that this article may be read by some motoring magistrates. Where I have to find a driver guilty because of some slight momentary inadvertence, I make him pay the costs and bind him over for a year, or even two. In the case of more serious negligence, I sometimes disqualify the defendant for an appropriate period, say from one month to six months, make him pay the costs, register a conviction, and postpone the fine for a year. In either case this puts the motorist on his mettle during the year (or two) because he knows that if he is again found guilty of negligence during that time he will be severely fined for the first offence, whereas, if his driving behaviour is good, he will receive only nominal punishment at the end. Of the dozens of defendants I have so treated, hardly any have returned. Of course, I do not suggest that this lenient treatment can be meted out in really bad cases where the Court is bound to inflict immediate punishment.

F. J. O. C.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE.

LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

The roads are treacherous, chilly draughts enter the car, the engine was very cold—but the crystal beauty of the frosted trees and the bright air remind the motorist that winter, after all, has its good points.

CORRESPONDENCE

IGNITION TIMING

Automatic Adjustment Not Good Practice ?

[62501.]—Can some practical person with test-bench experience tell me if and where I am in error in venturing to pass criticism on modern coil ignition equipment with reference to the distributor design generally used ? I refer more particularly to the automatic system which provides a retarded spark at speeds below about 30 m.p.h., while other larger cars have an induction-controlled extra advance in addition which comes into operation at high revs on light load.

On both motor cycles and cars which I have owned I have fitted manual controls for ignition timing, and as a result have formed the opinion that there exists for all forms of spark ignition an optimum position for all loads and speeds, and that nothing is gained by attempts to vary this either up or down. For instance, at tick-over speeds nothing happens if the timing is advanced, but revs fall slightly on retard. On the other hand, no benefit is gained by extra advance at high speeds either downhill or on the level.

It may be said that an automatic retard makes for safer hand-starting for drivers, but, on the other hand, it results in loss of economy during town driving, which is at speeds under 30 m.p.h.

Retarded ignition also enables certain hills to be surmounted on top gear, which may be a good sales point to manufacturers but is bad driving anyhow.

So far as I am concerned I find a fixed ignition much to be preferred for all-round motoring; incidentally there is no extra pinking on acceleration. CECIL COX.

Warwick.

CAMOUFLAGE

Is Grey a Dangerous Colour ?

[62502.]—Being one of those lazy correspondents who always wait for someone else to take up the cudgels on any current controversial subject, I have waited to see what other readers have to say about the invisibility of grey cars, following the recent comments of The Scribe on this subject (January 27).

Since the beginning of my motoring career I have vowed that I would never voluntarily drive a grey car, and in some twenty years I never have!

I have on several occasions, particularly as dusk approached, met grey cars on long, straight roads without realizing their presence until they were too close for comfort, and in view of my own experiences I would recommend drivers of all grey vehicles to switch on their side lamps as soon as daylight begins to fail, in the interests of both their own safety and that of other drivers.

Having started to write, I should like to add my quota to the argument in favour of banning the so-called "pass" lamps except in fog.

The worst offenders are usually lorries and public service vehicles, where the drivers are themselves sitting so high as to be out of range of normal head lamp beams. In many of these cases it may be unfair to blame the drivers, as the lamps are probably mounted and focused by an apprentice in the garage who is not yet old enough to drive himself and is therefore not particular about the angle at which the lamps are set. W. K. BLENKINSOPP.

Hapton, Lancashire.

FIFTH WHEEL DATA

Experience Confirms Speed Optimism

[62503.]—My experience of checking speedometer readings by stop-watch confirms the figures shown by your fifth wheel, and I should like to say how much that item is appreciated in your Road Tests.

Surely the main reason for speedometer optimism is that the number of owners who use a stop-watch is very small.

I can imagine that the car manufacturer, being aware of this, orders the speedometer firm to supply instruments showing an increase in speed. The average owner will then see, with pride and joy, that his car is "doing 75 m.p.h.," never suspecting that it is really travelling at 65 m.p.h. The owner is thus satisfied and is inclined to drive slower than if the actual speed were indicated, so that there is less wear and tear on the car as well as a slightly smaller element of danger.

A long time ago a customer bought a car, and in due course expressed disappointment that he could not get more than 70 m.p.h.

The dealer checked it over. This included wrapping insula-

CORRESPONDENCE . . . . . continued

ting tape round the pulley wheel on the propeller-shaft that drove, by belt, the pulley wheel coupled to the speedometer cable. The customer was overjoyed, since he could "get her up to 80."

I have found that the position of the cable has some bearing on the indicated speed. If the cable is bent too sharply the reading may be increased by as much as 15 per cent, caused by whip of the inner cable.

I agree with a comment in your annual review to the effect that it is impossible to specify an exact figure for petrol consumption. On my 2½-litre Jaguar, from 8 to over 30 miles per gallon are obtained; 8 m.p.g. in city traffic is average, although given a long enough traffic block with the engine running, any figure could be obtained down to 0 miles per gallon.

Over 30 m.p.g. can be obtained by driving on full throttle up to 40 m.p.h., gliding in neutral down to 20 m.p.h., engaging gear and driving up to 40, into neutral again, and so on.

I will close by thanking you for twenty-five years of weekly enjoyment and the gaining of enough knowledge to know how much I have yet to learn. D. J. H. MACLENNAN.

Great Glemham, Suffolk.

MARGINAL MOTORING

46 m.p.g. on a 23-year-old

[62504.]—As a "marginal motorist," I have been running a 1927 Austin Seven tourer for some time now. Its cost was £30 and, doing all the maintenance myself, I find that it is cheaper than incurring the tram fares (8d per diem) when going to work, to say nothing of the many trips to my real home in Wales.

In saying that economy cars are a danger to other road users, letter [62411] grossly underrates them. With pride in driving technique, on the run from Wales to Leeds—124 miles, including the Pennines and environs of Manchester—I average nearly 30 m.p.h. each trip (four hours dead), am continually—yes continually—overtaking badly driven family saloons, cruise at just over 40 m.p.h. and get 46 m.p.g.! Commercial transport, especially on hills, is far more trouble to me than I am to it.

Surely there can be no question that the economy car is both needed and able to do an efficient job. My 23-year-old Austin has the original un-rebored engine, original pistons (new rings) and original engine accessories. The very light but effective body cannot rust, being of aluminium, and is extremely weatherproof with small valances between hood and screens. Its power-weight ratio makes it a match for modern sevens, and yet it is cheaper to use than public transport.

May I finish by thanking you for such an excellent journal, and by suggesting that letter [62352] in the December 23, 1949, issue be reprinted time and again until every motorist in the country has read and pondered over its implications?

Leeds, 6. ALAN CURRIE.

CARS FOR EXPORT

Tribute to a "Traditional" Sports Car

[62505.]—As owner of an 1100 H.R.G., bought largely as a result of reading the favourable reports in your journal, I thought you might be interested in its performances in Australia. This car has been used over country roads and at high speeds ever since it has been run in. It pinks badly on Pool petrol at altitudes of less than 2,000ft and requires decarbonizing about every 2,000 miles. The only other troubles have been two cracked brake drums (very mysterious). Flying gravel has played havoc with the enamel.

On only two occasions have I made any reasonably long trips with the intention of timing them, and the results follow.

The first was from Hornsby (a suburb of Sydney) to Muswellbrook, 164 miles north. This trip, over good, but in parts very hilly and winding, roads, took 3 hr 35 min (46 plus m.p.h.), and included the city of Newcastle.

The second was from Surfer's Paradise (south coast of Queensland) to Murrurundi—220 miles north of Sydney. The map distance is 456 miles, and the speedometer showed 455 miles. The roads were good macadam for 150 miles, badly worn macadam for 150 miles and fair to bad gravel for the rest. There was a certain amount of hill-climbing since the route crosses three, as we are pleased to call them out here, mountain ranges. From sea level it climbs to 2,000ft, down to 400ft, up to 4,500ft, down to 1,200ft, up to 2,500ft and down to 1,400ft. For about 50 miles between Casino and Tenterfield it is extremely winding and hilly; for the rest, there are odd patches of winding road with grades of around 1 in 10.

I left Surfer's Paradise at 9 a.m. and arrived at Murrurundi at 6.45 p.m., giving an overall average of 46.7 m.p.h., with a petrol consumption of 27.6 m.p.g. This time included two petrol fills, with the usual coupon signing and a short yarn with the attendant, and a stop at Tamworth to return some borrowed articles. The stops were intentionally untimed, as I wanted an overall average. However, as a guide, the first one took 12 minutes.

The little car performed perfectly throughout, although I have been in more comfortable vehicles over the rougher sections. The trip did loosen many body bolts; the friction shock absorbers required tightening, and the strap holding the spare wheel broke.

The total mileage in the Christmas-New Year period was 1,500, all at cruising speeds around 60-65 where possible. All told the H.R.G. has proved most satisfactory for high-speed touring, and has not yet been passed on the road at normal speeds of 60-65 "on the clock." By the time this arrives I should have taken delivery of a Jaguar XK120, but do not intend to part with the H.R.G., and am considering a Marshall-Nordec blower, which is now available out here.

Muswellbrook, New South Wales. G. B. MCLEAN.

SLUDGING

Simple Remedy Adopted

[62506.]—Replying to letter [62471], after reading the articles on crankcase ventilation I decided to ventilate my engine by cutting a circle of about an inch diameter out of the oil filler cap and inserting some petrol gauze. This I think has solved the problem, judging by the amount of fumes that can be seen coming through this opening after a run.

Before I tried this experiment the inside of the filler cap contained a nasty mess of rust, oil and water.

As regards the Fram, Mr. Hart's engine must be in a dirty state, and will require one or two filters to clean it out; he will then find that a filter will last upwards of 5,000 miles, as mine does. R. A. PERKINS.

Gloucester.

SERVICE WAGES

Loss of Good Mechanics

[62507.]—The article in *The Autocar* of February 10, by "Serviceman," on mechanics' wages is, I think, timely. As a man who has over 20 years' experience in the motor and motor cycle trades I have long held that this occupation is underpaid. The mechanic has to be efficient, as on the results of his work people's lives may depend.

I am keenly interested in the motor trade but, like many more, was forced to seek more remunerative employment, and am at present employed in the engineering industry, where for much simpler work (but by no means as interesting) I receive (for 44 hours) over £2 extra in wages.

Tipton, Staffordshire. EX-MECHANIC.

GHOST WINDS

Instance of the Stationary Escalator

[62508.]—If Mr. F. P. H. Leeming [62463] tries stepping on to a Tube escalator which is stationary, he being accustomed to utilizing it when it is in motion, he will realize that he is suffering from a manifestation of the subconscious.

Obviously the sensation normally encountered of acceleration when depressing the throttle is absent when the car is coasting in neutral and the engine is speeded up without effect on progress. Subconsciously, therefore, an effect of retardation is produced on the mind. BERNARD COULTER.

Epsom, Surrey.

Mental Tricks in the Equilibrium Department

[62509.]—In reply to Mr. Leeming regarding the apparent retarding effect when revving up the engine whilst coasting, I would confirm that I have also experienced this feeling, but I believe that it is nothing more than a little trick played by one's mental make-up.

Normally one expects the car to surge forward when the throttle is opened, and the senses brace up, as it were, to counter the expected surge. In the instance of coasting, the surge does not occur, but the inner mind, of course, does not know that, and the "balance department"—located, I believe, in some part of the ear—sends out the contrary braking effect on the mind.

CORRESPONDENCE . . . . . continued

I know that the opposite is very true. Drive a car with no foot brake, apply the brake automatically at some instant, and one feels that the car has surged forward. I remember this was also felt in younger days of cycling, when on quite frequent occasions the brake wire pulled out of the nipple or snapped; before one could apply the other brake the feeling had been impressed of a tremendous urge forward—perhaps more apparent on a cycle than in a car by reason of the closer contact between machine and the body.

Mr. Leeming is quite right that passengers would not experience the feeling, their senses not being connected with the cause of the effect. In brief, therefore, the answer is purely a mental trick by one's automatic reflex actions.

Ilfracombe, Devon. G. L. MANTHORP.

[The many correspondents who have written to us on this subject are thanked, and it is hoped to give more information about the equilibrium mechanism of the human body in another context shortly.—ED.]

PETROL

Pertinent Question on Dollar Goods

[62510.]—With reference to "Dumpling's" letter [62400], it would be very interesting to know whether he carries his argument to its logical conclusion and forgoes his tobacco, American films and dollar-earning whisky?

Tynemouth. EACH-TO-HIS-OWN-TASTE.

Action Wanted on the Subject

[62511.]—Congratulations on your leading article, "The Last Straw" (January 27). Let's have some action from the Standing Joint Committee; it certainly "stands" on the petrol question. J. P. TATTERSALL.

Nelson, Lancashire.

CYCLISTS AND DAZZLE

False Security Induced by Reflectors

[62512.]—Referring to Mr. G. Laban's letter [62377], where safe and practicable I dip my lights for oncoming traffic, including lone cyclists, but this can be a dangerous game.

I did this the other night on a dark road and, in consequence, narrowly avoided killing another cyclist, travelling in front of me, who, in common with most cyclists, scorned the use of a rear lamp.

When will cyclists realize that a reflector needs something, i.e., lights, which it can reflect? Obviously, it can only reflect side lights at a very short distance and then it is too late.

It still defeats me why the law does not insist on a rear lamp for bicycles. PAUL B. FOSTER.

London, N.W.11.

[The law does, but is too frequently disregarded.—ED.]

NEW CAR DELIVERY

Outsiders Not to be Trusted?

[62513.]—Regarding the letter of Mr. L. G. Jennings [62439], may I go farther and suggest that not a great deal of trouble, but *all* the trouble is owing to the manufacturer not delivering the cars himself.

I am sure that next to the manufacturer no one should be allowed to collect or deliver a new car other than the distributor. R. T. R.

Rotherham.

Poor Returns the Cause of Overdriving?

[62514.]—I read with interest your correspondence regarding new car delivery. Whilst admitting that too high a percentage of new cars are overdriven, may I suggest that Mr. S. E. Clark, the S.M.M.T. secretary [62456], in his endeavour to stamp out this bad practice, gets right to the root of the trouble—namely the poor wages paid to the drivers.

Most drivers engaged on car delivery work an average of 70 hours per week, starting at 3.30 a.m. and arriving back in Coventry at 7 p.m., without a *penny* overtime or meal allowance. Unfortunately we are paid "by the trip" and not an hourly rate. Hence one journey to London per day barely provides a living wage.

Now perhaps your correspondents who are regular users of A5 would care to try making two journeys per day to London docks or Tilbury without overdriving. If they can do it, my hat will be duly raised to them.

Also, is Mr. Clark aware of the evil practice of price undercutting by delivery agents? This is only too readily accepted by many distributors, the delivery driver consequently suffering financially.

As a conscientious driver trying to make a living out of car delivery, I suggest that the S.M.M.T. make enquiries with regard to my statements. Surely good wages and working conditions are the best incentives to discourage overdriving of new vehicles? RAYMON D. WELLDAY.

Coventry.

GOOD NEIGHBOURS

The Hercule Poirot Touch in France

[62515.]—Whilst on holiday in France and Switzerland last summer with my family I lost my camera. I was actually under the impression that it had been lost at the hotel where we stayed overnight, but was unable to trace it. You can imagine how delighted I was to receive a letter from the Royal Automobile Club saying that they had had word from the manager of the Grand Hotel, Bains-les-Bains, Vosges (where we stopped for a most delightful lunch), stating that last summer a party of English tourists left in his restaurant a camera, and as they had not returned to claim it he had had the film in the camera developed with a view to endeavouring to trace the owner. One of the negatives included a photograph of my car, showing the registration number JDU 80, so that the R.A.C. were able to trace me.

I think your readers may be interested in this little detective story, which is also an illustration of the lengths to which our friends on the Continent are prepared to go to be helpful.

London, S.W.19. R. M. COLLINS.

PROGRESS?

Is the Forward Engine Really Sound Design?

[62516.]—I found the article in *The Autocar* of January 27—"Doubtful Progress"—one of the most interesting that has appeared for a very long time. It exposes the fallacies of several claims of improvement or novelty which have appeared in the modern six-seater American car. Why should English manufacturers copy them when their cars are really only intended for, and required by, four passengers? One might well say that the vaunted bench seat is the root of all evil!

The writer did not mention that the presence of a third passenger on either the front or rear seat invariably obstructs the backward vision, and is certainly contrary to the spirit of the law. This point never seems to be appreciated by anyone except the actual driver.

It would be very interesting if "Palinurus" would explain the true effect of thrusting the engine so far forward. Is it mechanically sound? We do not seem to find this feature upon any racing chassis, and for reasons that seem to be fairly generally accepted by the fraternity. It seems to me that this forward position of the engine is being supported by an immense amount of humbug. C. CARTER.

Vevey, France.

WALKIE-TALKIE TRAPPING

Well-remembered Mentality Being Evinced Again

[62517.]—Congratulations on your leading article "Walkie-Talkie Waste" (February 3). This action of the Wiltshire police will, I feel, effectively neutralize any good feeling towards the police engendered by the recent film "The Blue Lamp," which has received such publicity in the Press. It will certainly impress on the public that the main object of the police is to secure convictions for petty technical offences.

Last week one of my co-directors was a victim of this well-known mentality. He left his car in a cul-de-sac under a street lamp-post until after lighting-up time and has now been convicted on *three* summonses: (a) obstruction, (b) having no lights on his car, and (c) having no rear light illuminating the rear number plate.

The last is new to me. Can one now be fined on perhaps *three* counts for the same offence, i.e., (i) no lights, (ii) no rear light, (iii) no front light?

The cul-de-sac concerned is wide and well lit, and cars are parked on both sides most of the day. The buildings are all office blocks. The only possible "obstruction" could be to anyone else wishing to park there.

Meantime assault with violence continues in the streets at an ever-increasing rate and the excuse is always the same—lack of police manpower! H. MAY.

Woking, Surrey.

CORRESPONDENCE . . . . . continued

WINTER STARTING

Tapped Primaries for Easy Firing?

[62518.]—There is no doubt that your leading article "Winter Starting" (February 10) hit the nail on the head when it gave the prime cause of difficult starting as the starter battery being incapable of turning a high-compression engine over and delivering sufficient voltage to the coil to ensure a strong spark.

I have never taken readings myself but I think it reasonable to assume that the voltage at the ignition coil of a 12-volt system often falls to between 8 and 9 volts under the above conditions. It has puzzled me for many years why the manufacturers of our ignition equipment have not considered designing an ignition coil with a tapped primary making it equally suitable for use on either 9 or 12 volts.

A simple type of governor incorporated in the drive to the distributor could then be arranged so that, should the speed of the shaft be below a pre-determined number of revolutions, as for instance when the battery is struggling to turn the engine over, the 9-volt winding of the coil is in use, thus giving the hot spark required. Immediately the engine fires the distributor shaft speed would increase and switch over to the normal 12-volt winding. A similar idea could, of course, be applied to a 6-volt starter system.

Richmond, Surrey. TWENTY-SIX YEARS A MOTORIST.

MONTE CARLO RALLY

The Question of Cost of Participation

[62519.]—Before the enthusiasm and interest in the Monte Carlo Rally die and fade from the public mind for yet another year, I should like, if I may, to take the opportunity of asking those British competitors who took part in this year's Rally exactly how much it cost to participate in such an arduous test of endurance and skill.

I would welcome the opportunity of entering for next year's Rally, but one cannot turn a blind eye to the all-important factor of the cost. Perhaps some of those who took part may be reluctant to say just how much this venture did cost them —their wishes I most sincerely respect—but I hope that others will be willing to answer my inquiry. T. D. HAMILTON.

Hertford.

[Letters will be forwarded.—ED.]

OUT-OF-DATE

What *was* the Gate-keeper Reading?

[62520.]—Really, Mr. Dennis May, you must try to be a little more up-to-date ("Molsheim Pilgrimage," February 3). If the gate-keeper at the Bugatti factory was reading *Le Matin* when you called, he was either a very perverse individual or a Rip van Winkle.

Le Matin was once a prominent Paris daily. When the Germans came to Paris it hailed them as liberators; it published all their stories of the horrible R.A.F. "terror raids"; it denounced the resistors and applauded when they were shot in the proportion of fifty for one German; it assured us that the German *botte* would soon echo through the streets of London, and it glorified the prospect of a United Europe—under Hitler.

When the liberators came in 1944, the owners of *Le Matin* and the editor-in-chief were promptly cast into prison. They are still there and likely to remain there. But *Le Matin* is not there. If the gate-keeper at Molsheim was reading such a wartime newspaper, he must be . . . ? PARISIENNE.

London, S.W.10.

RACING FILMS

Quite Feasible and Full of Promise

[62521.]—To give some information to Mr. J. B. Wilson [62481], may I reply as one who is greatly interested in the subject of synchronized cameras?

My work has, many times, given me the opportunity of fitting cameras to aircraft and once or twice to cars in the manner suggested.

The cameras, using any type of film, are started and stopped by the driver or a passenger, who is also given the power to make (on the film) his car travel slower or faster than is actually the case (especially useful in making that "chase sequence" even more thrilling!). The camera can be driven either by clockwork or by the car's battery; mounting presents few difficulties which cannot be easily overcome.

Such a film certainly does give much more of the thrill and experience of racing than a picture of a car taken by a stationary camera.

The interest can be further increased by the film being in colour and, even at present, it is possible to make and show it stereoscopically, so completing the illusion of the viewer being in the car.

ALAN WHITE, Film Production Adviser, William Grange and Co.
London, W.1.

Experiences with Car-mounted Cameras

[62522.]—In reply to [62481] I would remind Mr. J. B. Wilson that in the Jersey Road Race of 1947 Raymond Mays mounted a rearward facing camera on the radiator shell of his E.R.A. This was for the newsreel cameramen and was used during practice only; whether or not this film was ever shown I cannot say.

Allen Arnold also mounted a ciné camera in the bonnet of his Type 51 Bugatti, though this was primarily used for his own purposes, to show up mistakes in cornering, and so on.

Hornchurch, Essex. PETER QUENET.

LETTER FROM RIO

Justice not Done to Brazilian Motorists

[62523.]—It is difficult to imagine why Mr. Walter Harris wrote letter [62386] unless he has been seeing Rio through very curious glasses, for a more distorted impression of motoring in Brazil's capital city in its most beautiful setting can hardly ever have been perpetrated.

Rio is a modern city of about two million inhabitants in which 80,000 cars and thousands of lorries and buses make up an intense and fast moving traffic that has created exceptional problems in traffic control, and these have been handled with an imaginative enterprise that would be welcome at home.

The statement that the M.G. is frequently seen, usually without a silencer, is inaccurate and shows ignorance. A car without adequate silencing would immediately be stopped by the traffic inspectors, who operate from a special autonomous department notable for its courtesy and efficiency.

Low-slung cars are no more useless here than in other parts of the world, i.e., they should not be your choice if you expect to be leaving the beaten track frequently or going on long journeys in a hurry on dirt roads in the rainy season.

The Brazilian has a first-class sense of the trademark and his æsthetic appreciation is well illustrated by the widespread opinion that the best lookers in the car world today are the Jaguar and the Riley. Cars are driven hard but the roads in Rio are as good as those of London were last year; the cars are smartly maintained and only very exceptionally depart from standard equipment although chromium rims and white-walled tyres are popular. But cars at home are more "dressed up" than they are here.

To an old resident it has been heartening to see British cars appearing in large numbers since 1945. F. POWELL.

Rio de Janeiro.

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H. A. Roberts (Allard) striving to stay on the straight and narrow path of The Warren, while accelerating hard from the bend at the foot.

One-two-three heave! The willing tug-of war team rescuing G. M. Boyes' Batten Special from the brink of disaster on Cow Track, where the deep mud made accurate steering impossible.

BORDER STUFF: SOUTHSEA VISITORS TOUR HANTS AND SURREY

ALTHOUGH the sunshine of the previous two days had disappeared, the weather remained fine and not too cool for last Sunday's President's Trophy Trial, organized by the Southsea Motor Club. Promptly at ten o'clock the first competitor, Ken McAlpine in his two-seater Allard, moved off from the Royal Huts Hotel, at Hindhead, Surrey, on the first leg of the very sporting 40-mile course. Unfortunately a slight error in route-finding caused some initial delay, but after ascending Fernden and Vale Wood, competitors arrived at the two sections, not far apart, named North Park Hill and Cow Track.

The second of these proved a real stopper; immediately after the starting line, a gully prevented any great initial speed being attained, and the depth of the glutinous mud which followed was sufficient to cause the failure of all but the very fortunate few. Good attempts in the early stages were made by McAlpine, Onslow-Bartlett with his remarkable new trials car—in which the Ford Ten engine and gear box lie between the driver's left knee and the passenger's right—and A. G. Pine's Alpine; but it was left to Clayton, with his Ford Ten-engined Special, to register the first clean climb. The Cotton Special also climbed clean, but Rumfitt's Allard, after successfully negotiating the worst section, arrived at the hairpin at the top at high speed, and finished up against a tree. Several cars came near to disaster at the steep bank to the left of the hill, but only one, G. W. Best's blown PB M.G., actually went over the edge and overturned, the driver being slightly injured.

After Hewshott Hill and the special test and lunch stop at the Deers Hut Inn, came the second formidable obstacle, The Warren, well known in both car and motor cycle trials. This is a long, muddy drag, a sharp snake at the foot thwarting the endeavours of drivers to attain a high speed on the lower slopes. The first to register success here was Pine, followed by Bartlett and—among others—D. W. Price (Price Spl), while Horace Roberts was unlucky in that his Allard jumped out of gear when only a few yards from the top.

From here via the second test, at Oakshott, the route led to Wheatham Hill and Old Stoner, neither of which gave much trouble, and then to the last hill, Lythe Farm Right. The acute hairpin at the foot caused the downfall of many of the experts. The rest of the hill was easier, and the last few competitors thankfully arrived on the solid road at the top just as the light was failing and a drizzle commencing, to run downhill into Petersfield for tea at the Welcome Inn.

PROVISIONAL RESULTS

President's Trophy (best performance by invited club member). Cotton Spl. 1,203 (D. Cotton—N.W.L.M.C.), 0 marks lost.

Ansell Trophy (best performance by S.M.C. member): Price Spl. 3,922 (D. W. Price).

Class A (up to 1,100 c.c.): Austin 747 (R. E. Lang).

Class B (1,100 to 2,000 c.c.): Lotus 1,172 (A. C. B. Chapman).

Class C (over 2,000 c.c.): Allard 3,917 (A. Rumfitt).

54 entries; 3 non-starters; 6 non-finishers.

Riley Owners' Day Out

THIS year's Riley M.C. (London Centre) winter rally was held over the same course, through the Chilterns, as in '49, but made particularly memorable by warm spring sunshine. The 60-mile route included 11 tests, which caught out those who were not completely at home in reverse gear.

Out of the 34 entries only ten were pre-war cars, but these excelled on the stiffest hill-climb which, by virtue of deceptive appearances, caused the failure of nearly 50 per cent of the total. The success of the older cars here was to some extent a doubtful victory because most failures arose from giving too much power at the standing start, which lead to some excessive, and disastrous, wheelspin.

A tidy, blue 1936 Twelve was driven coolly and well by J. Saner, who took advantage of experience gained on the 1949 run to win the R. James Challenge Cup (open cars). Mrs. O. I. Johnson, in a 1949 1½-litre, made a run sufficiently good for the committee to override the minimum entry rule and award her the Ripley Memorial Trophy.

The awards were presented at a successful dinner-dance held after the rally.

RESULTS

R. James Challenge Cup (open car): J. Saner, 1936 Twelve; **R. C. Porter (closed car):** J. B. Hadley, 1947 1½-litre; **V. Riley best performance (novice):** A. E. Williamson, 1948 2½-litre; **Country Life (age formula):** K. Willets, 1936 Twelve; **Ripley Memorial Trophy:** Mrs. O. I. Johnson, 1949 1½-litre.

First-class Awards.—C. A. Pike, E. A. Dotteridge, P. Granby, J. Alp, A. P. Warren, P. F. Green.

Second-class.—J. V. Lewis, W. I. Robertson, H. E. Yates; R. H. Bears, G. F. Hayward, J. S. Farrows.

Third-class.—F. G. Gibson, W/Cdr. P. Baldwin, Capt. L. Murray, H. E. Brand, Mrs. N. Wilkes, Mrs. L. D. Snow.

This innocent-looking climb had, in reality, a very tricky surface and caused nearly one failure in two. Mrs. L. D. Snow crossed the finish only to get stuck and work her way backwards for some distance, until the marshal lent a little "rear aid."

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1948 Mark III **HILLMAN Minx** 10 h.p. Saloon, Fawn, Fawn cloth and Red leather, 5,000 miles.

1948 **HUMBER Hawk** 14 h.p. Saloon, Granite Grey, Grey cloth, 7,000 miles.

1949 **HUMBER Super Snipe** 27 h.p. Mark II Saloon, Steel Grey, Grey cloth, 2,000 miles.

1948 **HUMBER Super Snipe,** 27 h.p. Saloon, Black, Fawn cloth, 7,000 miles

1949 **HUMBER Pullman** 27 h.p. Mark II Limousine, Black, Fawn cloth and Black leather, Radio, 500 miles.

1949 **JOWETT JAVELIN** 1½-litre Saloon, Black, Red leather, 6,000 miles.

1948 **JAGUAR** 3½-litre Drophead Coupe, Suede Green, Green leather, 2,000 miles.

1948 **JAGUAR** 1½-litre S.E. Saloon, Black, Brown leather, 4,000 miles.

1948 **M.G.** 1½-litre Saloon, Duo-Green, Beige leather, 7,000 miles.

1949 **MORRIS** "Oxford" Saloon, Black, Brown leather, 1,000 miles.

1948 **RILEY** 2½-litre Saloon, Green, Green leather, 3,000 miles.

1948 **ROVER** "60" Saloon, Black, Red leather, 8,000 miles.

1948 **SUNBEAM-TALBOT** "80" Saloon, Gunmetal Grey, Grey leather, 7,000 miles.

1949 **SUNBEAM-TALBOT** "90" Saloon, Gunmetal Grey, Grey leather, 8,000 miles.

1948 **SINGER "Super Ten"** Saloon, Black, Red leather, 2,000 miles.

1948 **TRIUMPH,** "1800" R.E. Saloon, Black, Beige leather, 4,000 miles.

1949 **VAUXHALL** 18 h.p. "Velox" Saloon, Black, Fawn cloth, 1,000 miles.

1948 **VAUXHALL** "Wyvern" Saloon, Black, Brown cloth, 9,000 miles.

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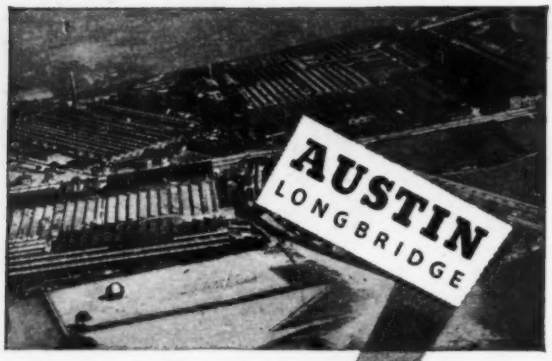

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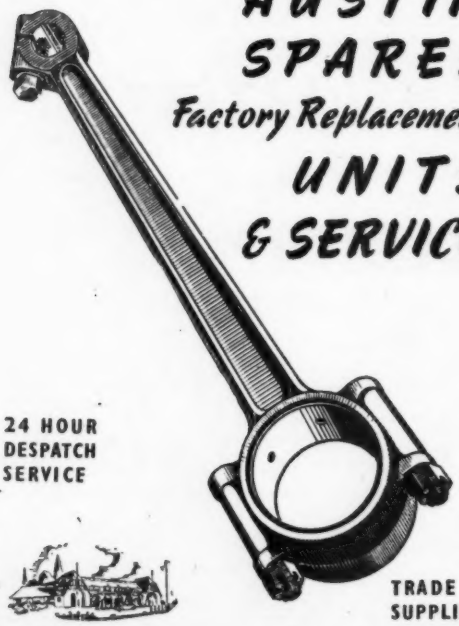

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The Autocar READERS' SERVICE

Steam Cars: No Escape from Rationing

I have been much interested in the correspondence relating to steam cars which has recently appeared in "The Autocar." I have been making some investigations myself as I am seriously thinking of turning to steam in preference to the petrol engine. I shall be most grateful for your comments in this connection and in particular what snags there are to owning a steam car. Does one license the vehicle in the normal way? Could you also tell me what is the fuel used for firing? L. F. B.

London, N.10.

STEAM offers no escape from rationing because fuel is allocated to give the equivalent mileage to a petrol vehicle, and the steam car uses about the same amount of t.v.o. or fuel oil as a corresponding car would use petrol. Starting from cold takes a minute or so even with a flash boiler and it may be difficult to get such a car serviced unless you do it yourself. The car would be licensed through the appropriate council.

Persistent "Flat Spot"

Could you give me advice on a "flat spot" in acceleration which I have in my 1947 Standard Eight, apart from a clean-out of the carburettor and petrol pump, which I have done without success? W. H. W.

Edgware, Middlesex.

WE suggest that you check for compression with the starting handle—it may be that the valves need attention. Watch for leaks at the manifold and carburettor joints, and check the plug gaps and distributor points. It would be as well to clean the air cleaner at the same time.

Glycerine or Glycol?

Could you tell me the relative merits of glycerine and ethylene glycol mixtures as anti-freeze for car radiators?

Cowley, Middlesex. F. O. M.

GLYCERINE is a less effective anti-freeze than ethylene glycol and larger quantities are accordingly required to give complete protection. Moreover, the types commercially available may have an affinity for sulphur among other things, and it is impossible to give you a recommendation regarding inhibitors without laboratory tests on the particular metals involved. This is the chief reason for using only reliable branded anti-freeze, which has been produced after appropriate tests to safeguard the engine.

Ethylene glycol, according to laboratory tests, shows a steady increase in efficiency up to a concentration of 70-80 per cent, where it gives protection down to about minus 75 deg C, and for complete protection in the weather encountered in the British Isles it would be desirable to use about 40 per cent, which is effective down to minus 25 deg C.

Driving Licences

Perhaps your legal kings could help me with this driving licence query? I took out a provisional driving licence during the war and after holding four of these, the last expired on October 28, 1947. Before this, however, I had been moved to Northern Ireland and I had to take out a Northern Ireland licence (for which there is no driving test). This licence was taken out during the currency of my last English licence and I have continued to take out Northern Ireland licences. These have run continuously except for a break of about eight weeks or so between July and September, 1949.

I am in doubt as to the validity of a Northern Ireland licence when one is in England, and I would also like to know if, on production of the whole series of licences that I have held, I would be exempted from the driving test.

Bolton, Lancashire. J. H.

YOUR Northern Ireland licence is valid in this country and you do not need to take a test until it expires. When this happens, should you be in Northern Ireland at the time, you could renew the licence as you have done in the past. However, should you wish to acquire an English driving licence, you would have to take a driving test.

Back Axle Whine

I have recently purchased a 1946 12 h.p. Vauxhall which has covered 18,000 miles and appears to be in extremely good condition. However, it suffers from a whine from the rear axle, particularly when pulling on top gear from 20-30 m.p.h. My local garage has had the crown wheel, pinion and differential completely to pieces, and reports that all parts are in perfect and unmarked condition. They have refitted the parts very carefully by blue-marking the pinion, etc., to ensure perfect adjustment, which they say is now slightly looser than it was originally, and yet the whine still persists. There is no noise on the overrun. S. J. B.

Sanderstead, Surrey.

THE fault which you describe is probably in the adjustment of the crown wheel and pinion, which is a job for the specialist. The procedure for making this adjustment is more a matter of experience and "feel" than straightforward setting.

If the whine persisted on the overrun as well as drive, it might be incurable without making replacements, but in the circumstances, as you have no trouble on overrun, accurate adjustment should effect a cure. You should either take the car to a Vauxhall service station or, alternatively, as all the parts are in perfect condition, you could have the unit removed complete and have it despatched to a Vauxhall station for accurate setting in mesh.

Nickel-Cadmium Batteries

Here in America we are having something of a scandal over the suppression of the nickel-cadmium battery by certain large concerns. Would you please tell me to what extent they are used in English automobiles, and any other data you have available?

Altadena, California. W. E. B.

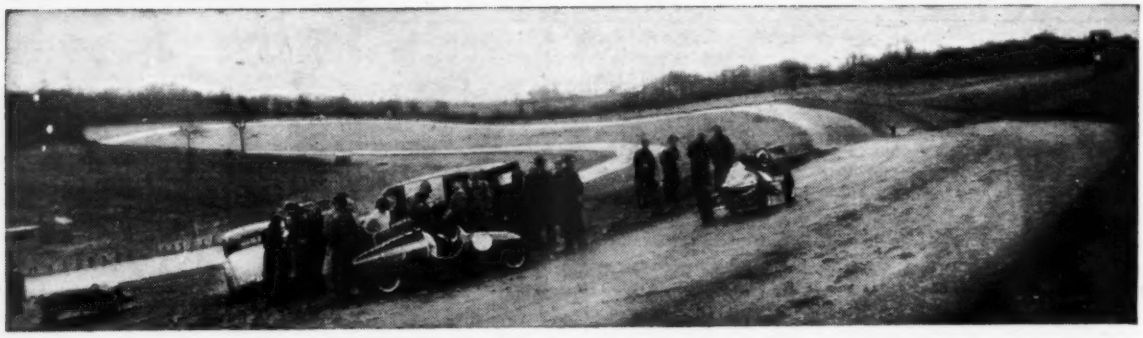
IN weighing up the possibilities of the nickel-cadmium battery, cost is the principal concern over here. They are not used on automobiles for this reason, and, although they are used to some extent on commercial vehicles, here again high price precludes wide use. There is no suggestion of this type of battery being suppressed, because the main battery manufacturers are those primarily interested in the development.

Ignition Conversion

I have a 1936 Standard Ten and I should like to remove the screwed rod and knurled nut on the Lucas micrometer adjustment and substitute a Bowden control. I have read the report on the Citroen Six, in "The Autocar," which is fitted with a facia board ignition control, but I have not been able to inspect one to see how it works. If you could supply me with this information it would be very much appreciated.

Churchdown, Gloucestershire. R. E. P.

TO convert a micrometer adjustment on the ignition control of your Standard into a Bowden-operated unit is not a difficult matter, and can be carried out with an ordinary motor cycle control. After removing the threaded rod and knurled nut from the existing unit, a small clamp must be contrived to hold the outer casing of the Bowden cable to the stationary arm of the distributor control, while the inner cable is clamped by solderless nipple to the moving arm. A spring must, of course, be fitted to keep the cable in tension. This is roughly the manner in which the control is fitted to the Citroen Six, although in this case the arms are suitably designed.



This season several meetings including races for 500 c.c. cars will be held at Brands Hatch, near Farningham, Kent, well-known in the past as a motor cycle venue. A tarmac surface has now been laid down, and last week several Cooper drivers tried out the circuit, achieving lap speeds of slightly over 60 m.p.h.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

WHAT IS "IN PRODUCTION"?—BENTLEY FOR LE MANS

ONE of the most difficult things in the world of motor sport is the drafting of regulations for any sort of competition. This may, at first, seem a comparatively easy task, but I can guarantee that as soon as an experienced competitor looks at the first draft, he will be able to find more holes in it than there are in most sponges, and some of them always prove very difficult to block.

This difficulty is particularly pronounced in the case of events run for sports cars, because of the age-old impossibility of arriving at a satisfactory (and easily checked) set of definitions of a sports car, especially when it is necessary for it to appear in almost standard form. The latest example of the trouble that can easily be caused in this direction is the paragraph in the regulations for this year's Tourist Trophy race, referring to the number of cars of the type entered which must have been produced by the manufacturers during the first six months of the year. This paragraph now reads: ". . . at least twenty of the type of chassis, together with the body fitted . . . have in fact been catalogued and sold through normal trade channels at home or abroad. . . ."

The pitfall here lies in the fact that there appears no necessity for the cars to have been manufactured; if a catalogue has been produced, and evidence can be given that twenty people have made the necessary payment to their agent or distributor and are presumably awaiting delivery, then the cars can be held to have been catalogued and sold, although they may not, in fact, exist.

Quite apart from the above predicament, this race will be the scrutineer's nightmare, because of the practical impossibility of checking that the cars have not, in fact, been altered in any other way than by those modifications permitted under the regulations.

GOOD news for Bentley enthusiasts is the fact that E. R. Hall is returning to racing by entering his famous 1934 T.T. Bentley in this year's Le Mans 24-hour race. With this car Eddie Hall finished second in the T.T. races of 1934, '35 and '36, and it will be run this year in the same form as in 1936, that is, as a 4¼-litre with a compression ratio of 9 to 1, developing 167 b.h.p. at 3,800 r.p.m.

This entry, together with the probable reappearance of the Corniche Bentley in the hands of H. S. F. Hay, which ran last year, will add immensely to the interest of the race from a British point of view. E. R. Hall is now back in this country after a long sojourn abroad, in South Africa and Canada.

THE recent attention paid by the B.B.C. to the Monte Carlo Rally has given rise to considerable hopes that their future motoring broadcasts may be both more comprehensive and better informed than those of last year. Another interesting pointer in this direction is given by the fact that the West of England Home Service is planning a short programme entitled "The Story of the 500," which will be broadcast on March 20 between 6.30 and 6.45 p.m. This is to be a very much condensed history of 500 c.c. racing, and those taking part will include Dick Caesar, Joe Fry, John Cooper (the other) and his father, and several others. This should be immense fun, although obviously not very much can be done in a quarter of an hour. Incidentally, the rapid growth of the 500 movement is brought home to me by the fact that only a few years ago the above title could only have referred to the old 500-mile race.

ACCORDING to the French press, the C.T.A.-Arsenal is to be sold for £10,000, though who is prepared to pay this sum for it remains a dark secret. It will be remembered that this was the French national racing car, produced under Government auspices with a marked lack of success. It appeared in public on two occasions only, and distinguished itself by suffering back axle trouble actually on the starting line during the French G.P. The French organ in question, incidentally, holds up the B.R.M. as an example of what can be done, and remarks that French firms do not care what happens to French prestige in racing. These words seem to have a familiar ring in this country.

DURING the off-season the B.A.R.C. have been busy improving the facilities at Goodwood, especially those for members of the club. The start and

D. Cameron Peck, of Chicago, who has an unparalleled collection of over 100 cars of all types, won the Woolf Barnato Trophy for 1949; this is awarded annually to the member of the Sports Car Club of America who has done the most for the club in the year. He can here be seen receiving the trophy from Mrs. John Paul Stack, wife of the donor, who is the American representative of the Bentley Drivers' Club.

finish line has been moved farther towards Madgwick Corner, and occupants of the members' enclosure and stand at this point now have an excellent view of the proceedings. In addition, there is a tunnel giving access to the greatly enlarged paddock inside the course which is now equipped with covered stalls for competitors' cars on the lines of the old Brooklands paddock. There is also a new members' stand overlooking Woodcote Corner.

The first meeting is on Easter Monday, April 10, when the programme will include three five-lap scratch races, for 500 c.c., 1,100 c.c. blown and 2,000 c.c. unblown, and *formule libre* cars respectively, and two or three five-lap handicap races. The main event will be the Richmond Trophy, a scratch race for Formula 1 cars; this year the distance for this race has been increased to 11 laps to bring it into a higher grade for the B.R.D.C. Road Star marking. Entries close on March 13; details from H. J. Morgan, B.A.R.C., 55, Park Lane, London, W.1.

K. E. CARTER, of 100, Station Road, Sidcup, Kent, is willing to lend his 16mm ciné films of last year's events and the recent Monte Carlo Rally to any interested club secretaries; they make up about an hour's show. Ken Carter is, of course, a 500 Cooper exponent, and drove a Vauxhall Velox in the Rally.

THE German driver, Ralph Roese, who used to be a member of the B.M.W. team (both motor cycle and sports car) was unfortunately killed on February 8 in an accident on the autobahn near Cologne. Although fifty years of age, he had driven a Veritas in post-war German events, and was looking forward to competing this year in the long-distance international sports car races.

NEWS comes from Germany of a striking little racing car, built by Liermann and Peters, which has two 350 c.c. engines coupled together. Petrol injection is used and the total power is said to be 75 b.h.p. at 6,000 r.p.m. The constructors speak of a maximum speed of 125 m.p.h.

CONCERNING the proposed North v. South Challenge Trial, the northern leg is being run by the Association of Northern Car Clubs in Derbyshire on March 12, and the southern by the North West London M.C. on Exmoor on October 29. Entries will be restricted to 60, and will be by invitation only. Competitors who would like to take part are asked to write to J. H. Appleton, 99, Goldhawk Road, London, W.12, so that their numbers can be assessed. Similarly, secretaries of southern clubs, who would like to nominate members of their clubs, are also asked to send a list of suggested drivers to Mr. Appleton. Full details of the event, together with the regulations, will be ready shortly.

THE flourishing Midland Centre of the Riley M.C. held its annual dinner and dance at the Victoria Hotel, Wolverhampton, on February 16. About 100 members and guests were presided over by the Centre chairman, F. L. Robinson, and the guest of honour was Councillor Henry Bowdler, J.P., Mayor of Wolverhampton, who, in replying to the toast of the visitors proposed by Victor Riley, referred to the pride of ownership which animated members of one-make clubs.

CLUB NEWS

Cornwall Vintage C.C.—Formed last May, and with 46 members now to its credit, the club held its first annual general meeting on February 3. The treasurer reported the club's finances to be in a highly satisfactory position, and a probable visit of members to the Le Mans 24-hour race was discussed. A film show and lecture followed, given by Prince Chula.

M.G. Car Club (Irish Centre).—C. Vard (M.G. TC) won the Experts' Trial on February 11, gaining 149 marks out of a possible 170. The trial included 16 observed sections and two driving tests. Second and third places went to J. J. Flinn (M.G. PB) with 138 marks, and J. A. Bell (Austin Seven) with 136½. First-class awards went to Austin Seven (N. T. Connolly) 130 marks, M.G. TC (A. L. Young) and Brooklands Riley (E. Connell) 128, M.G. TC (A. B. Knowles) 126. The team prize was won by the promoting club's trio (Vard, Young and W. Groves), with 384 marks, to the 366½ of the Ford team (J. Bewley, J. C. Millard and W. J. Fitzsimmons).

Lancia M.C.—Seven clubs (A.C., Bentley, Hants and Berks, Lagonda, North-West London, Seven-fifty and Vintage) have been invited to compete in the Guildford Handicap Driving Tests, to be held in Bramley Park, Bramley, near Guildford, Surrey, on March 12. Competitors will gather at the Bramley Grange Hotel, Bramley, at 10.30 a.m., where the cars will be scrutineered, and, starting at 11.00 a.m., will leave at one-minute intervals. There will be ten tests. Entries (closing date, March 3) to Secretary of the Meeting, J. Jane, Melford House, Portmore Park Road, Weybridge, Surrey.

The club's annual dinner is to be held at the Lincoln Arms Hotel, Weybridge, Surrey, on March 25.

West Hants and Dorset C.C.—All enquiries concerning the Blandford race meeting on May 29 should be addressed to D. S. Ship, 21, Haven Road, Canford Cliffs, Bournemouth.

Seven-fifty Club.—The annual general meeting, at which officials for the coming year are to be elected, will be held on March 1 at the Red Cow, Hammersmith, London, W.6, commencing at 8 p.m.

Kentish Border C.C.—The annual dinner and dance, at the Bromley Country Club on Friday, February 10, was attended by nearly 100 members and their friends. Sydney Allard, the club's president, was in the chair, and during the evening Mrs. S. H. Allard presented the club awards. Dancing continued non-stop until midnight, two club members, Jackson and Newman, producing the music during the band's interval.

Starting from the Spring Tavern, Wrotham Hill, Kent, at 1 p.m., and finishing at Moat Farm Country Club, Wrotham Hill, the J. B. Taylor Cup Trial (a closed event) will cover a course of about 30 miles. Date: March 19. Offers of assistance to R. F. Chappell, 27, Meadow Way, Farnborough Park, Kent.

West Essex C.C.—A closed speed trial will be run over an airfield in Essex, 39 miles from London, on Sunday, March 26. There will be classes in the morning for standard saloon and standard open cars running on Pool fuel, and in the afternoon for racing and sports cars "in any trim" with no fuel restrictions. A special award will be presented to the competitor with the fastest standard-bodied M.G. Midget. Entries (closing date March 19) to G. E. Matthews, Competitions Secretary, 48, Gaynes Hill Road, Woodford Bridge, Essex.

Cemian M.C.—Organizers of the Kent Cup Trial were disappointed last Sunday at the dry state of the hills. Running evenly throughout, and producing identical times on the special test, A. E. A. Day (Mercury Spl.) and V. F. Gordon (M.G.) tied for the Kent Cup. First-class awards went to H.R.G. (T. W. Oxendale) and Wolseley (A. G. Rivers); second-class awards to Allard (G. C. Harvey), H.R.G. (D. W. Freeman), Austin Seven (Ian Palmer) and P. S. Special (J. E. Selley). Ian Palmer, A. E. A. Day and J. E. Selley gained the team award.

Scottish Sporting C.C.—A film of the 1949 British Grand Prix, together with one of the 1949 Bo'ness meetings, will be shown at the headquarters of the Royal Scottish A.C., Blythswood Square, Glasgow, C.2, at 9 p.m., next Tuesday, February 28.

First prize in the Moonbeam Rally, on February 10, went to J. F. Gibbon (Girastro 1,495) with 15.8 marks lost. E. D. Russell (Ford 3,600), 18.3 marks lost, was second and P. S. Hughes (Riley), 18.4 marks lost, third.

Horsham and D.M.C. and L.C.C.—The second annual Spring Cup Trial will be run over a sporting course not exceeding 45 miles near Horsham on Sunday, March 26. There will be three classes—A, up to 1,000 c.c.; B, 1,000 to 2,000 c.c.; C, 2,000 c.c. and over. Seven clubs have been invited to compete; they are the Brighton and Hove, the Cemian, Hants and Berks, Maidstone and Mid-Kent, North-West London, Southsea and 750 clubs. Entries (closing date March 20) to E. G. Smith, Hon. Secretary, 20, Guildford Road, Horsham, Sussex.

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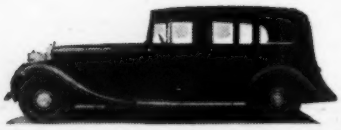

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COMING SHORTLY

FEBRUARY 26.—North London Enthusiasts' C.C. Jacobean Trophy Trial, starting Ware, Herts, 10 a.m., finishing near Hertford.
26.—Vintage S.C.C. Bisley Rally and Trial, Bisley.
26.—Peterborough M.C. Navigation Trial, Peterborough.
26.—N. Midland M.C. Kitching Trophy Trial, Derbyshire.
26.—Tunbridge Wells M.C. President's Cup Trial, Kent.
27.—Southend and D.M.C. and C.C. Social evening, Spreadeagle, Southend, 7.30 p.m.
28.—Scottish S.C.C. Film show, Royal Scottish A.C., Blythswood Square, Glasgow, 7 p.m. for film show at 9 p.m.
28.—B.A.R.C. Dinner-dance, Grosvenor House, Park Lane, London, W.1., 7 for 7.30 p.m.
MARCH 1.—Seven-fifty M.C. Annual general meeting, Red Cow, Hammersmith, London, W.6, 8 p.m.
3.—Riley M.C. (London Centre). Annual general meeting, followed by cocktail party and film show.
4.—Leinster M.C. Lincolan Cup Trial.
4-5.—Lagonda C.C. Night Navigation Trial, starting Lambert Arms, Aston Rowant, Oxfordshire, 9.30 p.m.
5.—Harrow C.C. Moss Trophy Trial, starting Car Park, Beaconsfield, Buckinghamshire, 10 a.m.
5.—Shenstone and D.C.C. Shenstone Cup and Trophy Trial.
5.—Chiltern C.C. Committee Cup Trial, Wendover, Bucks.
11.—Sunbac. Colmore Trophy, starting The Paddock, Prescott Hill, nr. Cheltenham, 10 a.m.
11-12.—Maidstone and Mid-Kent M.C. Night Trial, Kent.
12.—Leicestershire C.C. Browett Trophy Trial, Leics.
12.—Lancia M.C. Guildford Handicap Driving Tests, Bramley Park, Bramley, nr. Guildford, Surrey, starting from the Bramley Grange Hotel, 10.30 a.m.
12.—Plymouth M.C. Anon Challenge Trophy Trial, Devon.
12.—Lancashire and Cheshire M.C. and M.G. Car Club (N.W.). North v. South Challenge, Derbyshire.
16-26.—**Geneva Show.**

IN BRIEF

Mr. R. F. Newman, O.B.E., J.P., has joined the board of directors of Auto Tyre Services, Ltd., Basingstoke.

Mr. M. J. Buckmaster has been appointed public relations officer to the Ford Motor Co., Ltd., Dagenham. He has been with the company for 21 years.

The Monaco Motor and Engineering Co., Ltd., Watford, Hertfordshire, has changed hands. It will be known in future as Marble Arch Motor Supplies, Ltd., and the previous connection with sports and racing cars will be severed.

Mr. Walter T. F. Hassan, A.M.I.Mech.E., has been appointed chief engineer to Coventry Climax Engines, Ltd., and their associate company, Coventry Diesel Engines, Ltd. Mr. Hassan has participated in designing or producing fast cars including Bentley, E.R.A., Jaguar and John Cobb's land speed record cars.

In preparation for the British motor show in New York in April, Jaguar Cars, Ltd., Coventry, are offering a lavishly produced catalogue to those with a serious interest in the show. Copies are available from the company's U.S. eastern states distributors, the Hoffman Motor Car Co., Inc., 487, Park Avenue, New York, 22, or direct from the Jaguar company in Coventry.

A final dividend of 17½ per cent (making 32½ for the year), less tax, was approved last week at the annual general meeting of H. and J. Quick, Ltd., Ford distributors, of Manchester.

Mr. Norman Bournes has been appointed manager of the Dunlop works in Cambridge Street, Manchester, in succession to Mr. George Livings, who has retired after 53 years' service with the company.

A large modern car business, formed in Manchester Road, Bolton, by W. Knowles and Sons (Garages), Ltd., is expected to be opened in a month's time. The rebuilt premises cover some 13,000 sq ft and are equipped with machine shop, painting, body repair and showroom departments. The company will represent the Rootes Group.

Australian companies have been formed by the Lockheed Hydraulic Brake Co., Ltd., and the Borg and Beck Co., Ltd., both of Leamington Spa. The new companies will produce the well-known motoring components of the two firms in Australia. The new companies are the British Automotive Products Associated (Australia) Pty., Ltd., the Lockheed Hydraulic Brake Co. Pty., Ltd., and the Borg and Beck Pty., Ltd. The first is the holding company.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15323.—1936 1½-litre Riley Lynx
"J. N A."—Details on maintenance and a handbook

No. 15324.—1934 Riley Twelve Kestrel
"F. R. P."—All possible information and a handbook.

No. 15325.—1933-34 Le Mans Singer Nine
"W. E. T."—All possible information and a handbook.

No. 15326.—Type 49 Bugatti
"A. T. L. R."—Hints and tips on maintenance, and a handbook.

No. 15327.—Riley Nine
"H. R. S."—Hints and tips on tuning the single-carburettor model.

No. 15328.—1938 D.K.W.
"A. N. P."—Hints on maintenance and running experiences; also a handbook.

No. 15329.—1936 Riley Imp
"M. G. R."—All possible information and a handbook.

No. 15330.—1931 Singer Ten
"E. V. J."—All possible information and a handbook.

No. 15331.—1933 M.G. Magna
"M. S. O." (S. Africa).—General information and a handbook.

No. 15332.—Low Pressure Supercharger
"J. D. S."—Experiences of fitting to any 10 h.p. car, particularly the Hillman Minx.

No. 15333.—Fitting an Engine
"P. W."—Hints and tips on the most suitable 12 h.p. engine and gear box to fit into a pre-war Standard or Vauxhall chassis.

No. 15334.—1936 PB-type M.G. Midget
"K. F. G." (New York).—Tips and information on tuning and maintenance, particularly the S.U. carburettors. Also a handbook required.

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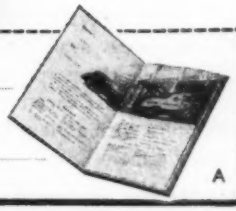

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1947	**AUSTIN** 8 4-door Saloon. Immaculate	£535
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1938	**MORRIS** 8 Saloon. Very fine cond.	£200
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1948 March	**RILEY** 1½-litre drop head coupe, cream and red	£1,050
1948 December	**AUSTIN** Sheerline saloon, grey, 9,000 miles	£1,595
1948 December	**TRIUMPH** razor-edge saloon, grey with grey leather, 8,000 miles	£1,025

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1940	**JAGUAR** 1½-litre saloon de luxe	£535
1940	**RILEY** 1½-litre saloon de luxe	£585
1940	**RILEY** 1½-litre drop head	£550
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1939	**HILLMAN** 10 saloon	£350
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CASS'S MOTOR MART.—1939 Armstrong 16 saloon, black, genuine 13,000 miles, one owner, written guaranteed.—5, Warren St., W.1. Euston 3523. [9296

1949 (January) Armstrong Siddeley Lancaster saloon, 5,000 miles, immaculate condition; £1,350.—Mulletts, Ltd., Redcliffe Hill, Bristol 21631. [1034

1946 Armstrong Siddeley Lancaster saloon, 9,500 miles, exceptional condition throughout, black, brown leather.—Beardmore, 26, Queensway, W.2. Bay. 0136. [6577

1946 (Nov.) Armstrong Hurricane, black/golden mohair hood, dual spot light, radio, heater, etc., really immaculate; £795.—Peter Bantock Car Sales, 104 High Rd., Chiswick, W.4. Chiswick 2725/5870. [1677

1948 Armstrong Hurricane, finished grey, 1 owner, chauffeur kept, moderate mileage, in faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [9661

LIMOUSINES 1938/1939 Long-25, partition, widest occasionals, black, genuine 32,000, original privately owned, selection-£795. Below

9000 genuine mileage, 1939 Long-17hp-partitioned, blue leather Limousine, forward occasionals, 1949-condition, immaculate, also selected carriages, from-£595. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1448

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 5434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

CASH immediately for good Armstrong-Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1551

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1434

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

GEAR box specialists, we will solve your preselector and fluid flywheel difficulties.—L. A. Hills (Hendon), Ltd., Finchley Lane, N.W.4. Hendon 1145-6. [0559

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Armstrong Siddeley owners.—Mayfair 5242. [0875

ASTON MARTIN

ATTRACTIVE 2-seater Aston Martin (International), resprayed metallic blue and rechromed; £300.—317, Two Mile Hill, Kingswood, Bristol. [1149

ULSTER 1½-litre 1936 show model 2-seater, low mileage, engine and bodywork in perfect condition; £650.—R. Waterlow, 60, Upper Berkeley St., London, W.1 [1774

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

AUSTIN SEVEN

£165.—1936 Austin 7 Ruby de luxe saloon, blue.
BRAY MOTORS, 180-184 West End Lane, N.W.6. Hampstead 6490. [1895

1937-8 Austin 7 open 2-seater, attractive little car; £175.
X.L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [1678

AUSTIN SEVEN

1938 Austin 7 saloon, good engine and tyres; £145.—Smith's Car Sales, 70 and 72, Balham High Rd., S.W.12. Tel. Balham 2127. [1809

WALTER SCOTT, Ltd.—1936 Austin 7 Ruby de luxe saloon, excellent condition; £165.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [9741

1937 Austin 7 2-seater, new hood and screens, new tyres, completely overhauled engine, excellent condition throughout, taxed; £175.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [1794

175 gns.—Austin 7 August, 1937, Opal 2-seater, grey and black, grey leather, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1682

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5132

AUSTIN EIGHT

CAR MART, Ltd.

LONDON distributors.

1948 Austin 8 saloon, 13,000 miles; £595.—Car Mart, 297, Euston Rd., N.W.1. Euston 1212. [1624

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 1,730 miles only; £595.

1947 Austin 8hp saloon de luxe, 13,000 miles; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1533

WADDINGTON MOTORS, Ltd., offer:—

1947 Austin 8 saloon de luxe, black, brown upholstery, 15,000 miles, immaculate; £525.—Fortune Green Rd., N.W.6. Ham. 2211. [9200

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1939 Austin 8 h.p. van, excellent condition throughout, colour green, one owner; £200. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [9740

LATE 1947 Austin 8, under 7,000 miles; £560.—Mears Motors, The White Swan, Bottisham. Tel. 259. [1026

1946 (August) Austin 8 saloon, black, clean, licensed; £450.—Cranmore, Tel. 2040 Potters Bar. [1300

1939 Austin 8hp tourer (definitely not ex Government), 13,000 genuine miles, one owner from new.

OFFERS to Gooding & Keenan, 101, Headstone Rd., Harrow. Tel. 3841. [1885

1947 Austin 8 saloon, 12,000 miles, literally as new; £545.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [1169

1947 Austin 8 saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9536

1947 Austin 8 4-door saloon, immaculate; £535; see page 30.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [1400

1947 Austin 8 4-door saloon, blue with brown leather, specially recommended; £530.—Odeon Motors Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [1424

1947 Austin 8 4-door saloon, suede green 7,000 miles, excellent condition; £525.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [1815

AUSTIN 8 saloon, 1947, one owner, low mileage, black with brown hide upholstery, faultless guarantee; £535.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1483

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919

POST-WAR Austin 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

SELL your Austin to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6569

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

DICKS CAR SALES offer:—

1940 Austin 10 saloon, very fine order, recent new engine; £425.

1940 Austin 10 saloon, just resprayed; £325.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [1617

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10hp saloon de luxe, 8,800 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1535

WEMBLEY COURT MOTORS offer:—

1946 Austin 10 saloon, black, in excellent condition throughout, any inspection or trial; £550.—High Rd., Wembley. Arnold 5521-2. [9071

AUSTIN TEN

PHILIP RICKARDS, Ltd., offer:—

1947 Austin 10hp saloon, black/brown, 12,000 miles.

1949 Austin A40 Devon, grey/beige, 1,400 miles.

1949 Austin A40 Devon, grey/beige, 6,000 miles.

1948 Austin A40 Devon, maroon/beige, 12,600 miles.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1468

WADDINGTON MOTORS, Ltd., offer:—

1946 Austin 10 saloon, immaculate condition, choice of two; £555.—Fortune Green Rd., N.W.6. Ham. 2211. [9201

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Austin 10, black, brown upholstery, radio and defroster fitted, excellent condition throughout, mileage 19,000; £565.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [9198

1936 Austin 10 saloon, excellent condition; £200.—Below.

1942 Austin 10 de luxe, black/brown, reconditioned; £460.—Haskins, 155, Ladbroke Grove, W.10. Ladbroke 1155. [1273

1937 Austin 10 saloon, guaranteed; £255; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [1813

1947 Austin 10 de luxe saloon, small mileage; £550 to clear.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [1577

1938 Austin 10 Cambridge black saloon, really immaculate throughout; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [1896

AUSTIN 10 saloon, 1947, low mileage, black with brown hide upholstery, unblemished guaranteed; £625.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1484

1946 (April) Austin 10 de luxe saloon, 12,000 miles only, black, brown leather, fitted heater, parking light, rad. muff, in really immaculate condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1859

1939 Austin 10 saloon de luxe, finished in dual green with green leather upholstery; £345; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [1672

£285.—Austin 10 Cambridge saloon de luxe, registered 1937, perfectly clean exterior and interior, mechanically 100% perfect, the name signifies reliability and the car itself is capable of thousands of motoring miles.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [1368

365 gns.—Austin 10 July, 1942, de luxe 4-door saloon, black, sliding head, blue leather, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1683

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., NW.1. Euston 1212. [0953

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

SELL your Austin to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6570

1939/48 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High St., Tottenham, N.15. Sta. 2232. [5132

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

CAR MART, Ltd.

LONDON distributors.

1948 Austin A40 Dorset saloon, heater, 4,000 miles; £825.

1948 Austin A40 Devon saloon, radio and heater, 16,000 miles; £795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [1625

TOM GARNER, Ltd., offer:—

1949 Series Austin A40 Devon saloon, seal grey with beige leather, sun roof, radio, heater, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1236

PALMERS MOTORS, Ltd., offer:—

AUSTIN A40, August, 1948, saloon, heater, etc., low mileage, as new; £825; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [1829

H. A. SAUNDERS, Ltd., offer;—

1948 Austin A40 Devon 4-door saloon de luxe, heater, 6,000 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1534

1949 Austin A40 Dorset saloon, mileage 3,000; £815.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [1588

AUSTIN A40 blue Devon, radio, heater, off covenant March 8, 5,500 miles; £825.—Hunt, 33, Lower Park Rd., Hastings. [1742

1948 (late) Austin Dorset, fawn, 15,000 miles, perfect condition; £725.—Gunn-Russell, Church St. Matlock. [1247

AUSTIN A40

CYRIL SHEPPARD offers Austin A40 1949 (January) Devon saloon, black, 3,000 miles, as new.—Riseley, Berks. Reading 83417. [1788

1948 Austin A40 Devon saloon, radio and heater, 12,000 miles; £795.—1, Central Parade, Surbiton. Elmbridge 8356. [1391

CASS'S MOTOR MART.—1948 Austin A40 Devon sun saloon, 8,000 miles; £785; written guarantee.—5, Warren St., W.1. Euston 3523. [1612

1948 (August) Austin A40 Devon, mist green, fitted heater, small mileage, as new.—Dobsons, Ltd., Austin Agents, Staines, Middlesex. Tel. 801. [1013

1948 A40 Dorset saloon, green, fawn upholstery, 6,000 miles, immaculate condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [6913

1949 Austin A40 Devon sun saloon, one owner, green/beige, immaculate throughout; £865.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [1422

1949 Austin A40 Devon saloon, 4,000 miles only, fitted radio and heater, unrepeatable; £795; 50 other used cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [1050

1949 Devon 4-door saloon, green with beige upholstery, 5,000 miles, unblemished condition; £835.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1489

1949 (February) Austin A40 saloon, four doors, sunshine roof, low mileage, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station, Mare St., Hackney, E.8. [1404

OCTOBER, 1948, mist green A40 Dorset, 4,000 miles, electric heater and de-mister built-in, sun roof, radio especially finished to match car, electric clock (illuminating) cum driving mirror, H.M.V. roof-type aerial, badge bar, wax preservative finish inside and out, as new in all respects, owner-serviced weekly regardless of mileage, engine owner-tuned, a very beautiful car, licensed for twelve months, new coupon book; £775, no offers.—Box 2253. [9400

Austin A40 Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297 Euston Rd., N.W.1. Euston 1212. [0957

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1536

JOHN CAMPBELL MOTORS offer:—

1939 Austin 12 Ascot saloon, black with red leather, good tyres, chassis, interior leather and coachwork in superb condition; £395.—Below.

1947 (July) Austin 12 saloon, black with brown leather, 16,500 miles, condition as new; £775.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9622

L. F. DOVE offer 1946 Austin 12 saloon, low mileage, radio, extremely good condition; £695.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [9962

1939 Austin 12/4 Ascot de luxe saloon; £395.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [1379

1937 Austin 12 Goodwood de luxe saloon, taxed, guaranteed; £255; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [1463

£550.—1939 Austin 12-4 special long chassis, 7-seater limousine, one owner, carefully maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [1293

1936 Austin 12hp in very fine mechanical condition, late property of a very large organisation; £175.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [1364

WALTER SCOTT, Ltd.—Fine selection of Austin 12 saloons, 1937/9, all in exceptional condition and offered at really competitive price; terms, exchanges.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [9207

Austin Twelve Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

1933 Austin 14 saloon, good condition, owner going overseas; £150 or near offer.—Turnbull, Balgarvie, St. John's, Woking. [1771

WALTER SCOTT, Ltd.—1939 Austin 14 Goodwood de luxe saloon, black, brown hide, one owner, excellent throughout; £345.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [2433

AUSTIN SIXTEEN

1948 Austin 16hp de luxe saloon, one owner, small mileage; £895.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1329

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1948 Austin 16 saloon, radio, 3,000 miles; £995.

1948 Austin 16 saloon, 8,000 miles; £945.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [1626

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 1,100 miles, radio; £995.

1948 Austin 16hp saloon de luxe, 11,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1537

McKINNON MOTORS, Ltd., offer:—

1949 Austin 16 saloon, black, brown leather, Ekco radio, discs, one owner; 8,000 taxed; £950.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, nr. Croydon, Surrey. Established 1906. Tel. Wallington 3404. [1144

MANN EGERTON & Co., Ltd., offer:—

AUSTIN 16 saloon, black, with brown leather upholstery, 8,000 miles only, fitted H.M.V. radio, indistinguishable from new.

14, Berkeley St., W.1. Regent 2073. [1595

L. F. DOVE offer 1949 Austin 16, 7,600 miles, genuine, radio and heater, black; £920.

1948 Austin 16, 12,000 miles, as new; £895.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [1666

1948 Austin 16hp saloon, black with brown upholstery, 14,000 miles; £865.

SAUL & SLATTER, Ltd., 44-46, Alderman's Hill, N.13. Palmers Green 1205. [1803

£150.—A beautiful Austin 16 sunshine saloon, finished black with brown leather, almost new tyres.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [1205

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin 16 saloon, black-brown leather, 5,000 miles, radio, discs.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 saloon, black-brown leather, fitted radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 saloon, black-brown leather/cloth, 2,200 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1333

1939 (May) Austin 16 saloon, unmarked black coachwork, brown leather upholstery, faultless car throughout; £365.

GOODING & KEENAN, 101, Headstone Rd., Harrow. Tel. 3841. [1882

1948 Austin 16, black, brown leather, new condition throughout.—Dobsons, Ltd., Austin Agents, Staines, Middlesex. Tel. 801. [1012

1947 (July) Austin 16 de luxe saloon, finished black, leather upholstery, immaculate condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1863

AUSTIN 16 saloon, unregistered, immaculate condition.—Robin Hood Garage (Anerley), Ltd., 97-99 Croydon Rd., Anerley, S.E.20. Tel. Sydenham 7066-7. [8913

1948 Austin 16, 3,600 miles only, indistinguishable from new; £965; 50 other used cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [1049

1948 Austin 16 saloon, one owner, nominal mileage, excellent condition throughout; £850.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [9136

650 gns.—1946 Austin 16, de luxe saloon, black, blue leather upholstery, £10 tax, mileage 23,000 absolutely as brand new, £230 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [6847

895 gns.—Austin 16 1949 de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, 7,800 miles, practically new condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1684

TANKARD & SMITH, Ltd., offer 1948 Austin 16 saloon, in black with brown leather, genuine 15,000 miles only, fitted radio, heater, twin spot-lamps, twin exterior mirrors, special tyres, as new throughout, £910; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [1223

Austin Sixteen Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN EIGHTEEN

R. C. MORTLAKE offers:—

1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather.

1938 Windsor saloon, black, maroon leather, one private owner; convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

1939 Austin 18 Windsor 7-seater.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5829

AUSTIN EIGHTEEN

1939 Austin 18 limousine, face forward occasionals, blue leather throughout, splendid condition; £825.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1320

1938 Austin 18 Iver 7-seater limousine.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1578

1936 Austin 18 saloon, colour blue; £140.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1514

1939 Austin 18 Windsor long chassis 7-str. saloon; £895.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9537

1939 7-passenger, division, privately owned, literally as brand new throughout; £775.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [1763

1936 Austin 18 York saloon 7-seater, face forward, privately owned vehicle, 100%; £375.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [1378

265 gns.—Austin 18 1935 York 7-seater saloon, black, green leather, face-forward occasionals, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1635

AUSTIN 18hp black Hertford saloon, 1936, mileage 54,000, fitted heater, batteries 9 months old, very good carpets, completely stripped and overhauled, Cromard liners fitted at 44,000, transmission overhauled, clutch relined, new universal joints, rear axle stripped and checked, brakes relined, coachwork resprayed very recently; £499, offers.—Burnups, Ltd., Meads, Eastbourne 1541. [1928

£495.—7-passenger 1937 Austin 18hp Chalfont limousine with division, face forward occasional seats, finished in black with blue leather upholstery, front and rear, a very outstanding example with coachwork and interior in very much better condition than the year would indicate; mechanically the car runs very smoothly, engine and transmission are quiet, steering has just been overhauled, brakes relined, etc.; fitted five brand new Michelin tyres, and a brand new battery, this Austin is in the condition to give a long and satisfactory term of useful service and is guaranteed by us comprehensively in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. 22 other limousines in stock. Write for 18-page post-free list. Easy and confidential H.P. facilities. Part exchanges, cars delivered free anywhere in the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under four miles off main A5 Watling Street. Fares refunded to purchasers from any part of the country. [1521

HEARSE 1938/1939 Long chassis 5-door 6-Bearer 1949 streamlined Coachwork, lavishly equipped, mechanically certified, reasonable cost. Below

LIMOUSINES 1936 Chalfont, 7-forward-leather-discs, black, private, really desirable condition. £535.

SEVEN SEATERS 1948/1939 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.

LIMOUSINES 1938/1939 selected carriage Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition. £835. Seen:— Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1449

Austin Eighteen Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-SEATERS 1937/38/39 also Norfolk Saloons required, maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1439

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition distance no object.—Green & Zonis, Ltd. 246-252, Deansgate, Manchester, 3. Tel Deansgate 3325-6. [0877

CRIPPS OF NOTTINGHAM urgently require all types 18s 7-seater saloon and limousines.—R. Cripps & Co., Ltd., the Midlands limousine specialists, Parliament St., Nottingham. Tel. 44558. [0552

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-SEATER Limousines 1937/1938-also 28hp-details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1433

HEARSE 1937/1939 streamlined 5-door-6-Bearer 1949-appearance-mechanically certified reasonable cost.

LIMOUSINE 1937/1938 selected Mayfairs, partition, 7-forward, black, leather, unquestionable condition carriages. £795. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1450

AUSTIN A125 and A135

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A125 Sheerline saloon de luxe, heater, radio, etc., black; £1,595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1538

GORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1334

1948 (December) Austin Sheerline saloon, grey, 9,000 miles; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1060

1949 Austin Sheerline saloon, finished black with beige leather upholstery, radio, heater and demisters, etc., under 6,000 miles, immaculate condition—Shaw Motors, Ltd., 666-678, Garratt Lane, London S.W.17. Wim. 3031-2. [8909

Austin A125 and A135 Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1 Euston 1212. [0352

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

130gns.—Austin Sports 2-seater model 65, excellent condition, any trial.—G. P. (Balham), Ltd., &c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [1884

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242 [0812

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austins.—Tel. Weybridge 233. [0541

CHARLES RICKARDS, Ltd., wish to purchase good used Austin cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [1233

WE will purchase your Austin for cash; all models urgently required.—Corbitt & Taylor, 26, Conduit Mews, W.2. Amb. 6049. [1365

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. [0416

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Austins, all models.—Popesgrove 1035. [1592

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2437

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway Hyde Park, London, W.2. Bayswater 0136-7-8. [1039

Austin Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. [0226

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500 and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160

C. G. NORMAN & Co.

AUTHORIZED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

S. G. SMITH MOTORS, Ltd., for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8052

AUSTIN reconditioned engines and gear box units, also spare parts for all models.—Sands, The Austin People, Burnham, Bucks 84. [0305

BROCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2832, 2820. [0729

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Austin owners. Mayfair 5242. [0867

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155 [0184

AUTOVIA

V.8 Autovia (3-litre V.8 Riley), engine and preselector gear complete in all respects (starter, dynamo, etc.), dismantled for inspection and in good order; first cheque £35 secures.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Tel. Pyrford 3178. [1272

BENTLEY (3½ & 4¼-litre)

HROWEN, Ltd.,

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1948 Bentley Mark VI Standard saloon by Bentley Motors.—Ref. H.3668.

1947 Bentley Mark VI 2-door razor-edge sports saloon by James Young.—Ref. H.2032.

1938 Bentley 4¼-litre 4-door sports saloon by Park Ward.—Ref. H.3301.

1935 Bentley 3½-litre 4-door fixed head saloon by Thrupp & Maberly.—Ref. H.3742.

1935 Bentley 3½-litre sports saloon by Park Ward.—Ref. H.3391.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

HHOFFMANN'S, of Halifax.

HMEANS cars of distinction.

1948 Bentley Mark VI Standard saloon by Bentley Motors.—Ref. H.3608.

1947 Bentley Mark VI foursome drop head coupe by Windover.—Ref. H.3641.

1936 Bentley 4¼-litre sports saloon by Barker.—Ref. H.3741.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

HOFFMANN'S, of Halifax.

PROUD members of the Swain Group.

OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [1279

CMCAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 9,000 miles; £3,750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1627

RIPPON.

RRIPPON.

RIPPON BROS., Ltd.,

NORTHERN Bentley specialists.

1949 Mark VI standard Bentley steel saloon, ex-Covenant.

1947 Mark VI standard saloon in black with light blue leather.

1947 Mark VI standard saloon, metallic grey with grey leather.

1939 4¼-litre with overdrive, fitted special 4-door sports saloon by Rippon.

1937 4¼-litre with 4-door sports saloon by Park Ward.

FOR further particulars contact the largest Bentley distributors,

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0906

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

MARK VI Bentley standard saloon, finished black with brown leather upholstery, moderate mileage, first registered April, 1948.

MARK VI Bentley standard saloon, finished pearl grey with blue leather upholstery, moderate mileage, first registered June, 1947.

4¼-litre Bentley with overdrive razor-edged sports saloon by H. J. Mulliner, finished black with blue leather upholstery, first registered 1939.

4¼-litre Bentley standard steel saloon by Park Ward, finished black with blue leather upholstery, first registered March, 1937.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [1478

PHILIP RICKARDS, Ltd., offer:—

1948 Bentley Mark VI saloon, black/beige, 2,300 miles.

1937 Bentley 4¼-litre saloon, black/grey, 62,000 miles.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1469

ACLAND & TABOR, Ltd., offer:—

1936 4¼ Bentley 4-door sports saloon by H. J. Mulliner, black, brown leather, discs, H.M.V. radio, Jackall, etc., one owner; £1,275.

1935 3½ Bentley Park Ward saloon, overhauled, excellent condition and highly recommended; £1 125.

1934 3½ Bentley Park Ward saloon, black, blue leather, moderate mileage; £850.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [1310

LARGE stock of 3½-4¼ Bentley cars for disposal.

HH. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). [0096

1935 3½-litre Bentley owner driver by Park Ward; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9538

BENTLEY (3½ & 4¼)

JBJACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4¼-litre Bentley, with special sports saloon body by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. B 28 JD, in first-class condition throughout.

1937 (March) 4¼-litre Bentley special 4-door 4-seater drop head coupe by Vanden Plas, black with beige upholstery, fitted suitcases, special touring trunk, total mileage 50,450, 10,000 miles only since overhaul, one private owner, chassis No. B 72 JD, a unique and attractive car.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428

MANN EGERTON & Co., Ltd., offer:—

BENTLEY Mark VI steel saloon (July 1947), black, with grey leather upholstery, mileage 12,300, one owner, immaculate condition throughout.

BENTLEY 4¼-litre (overdrive) 1939, black, with blue leather upholstery, many extras including Ace super discs, spare wheel cover, press-button radio, tailored loose covers, etc.

14, Berkeley St., W.1. Regent 2073. [1594

4¼ Bentley black sports saloon by Park Ward, excellent condition throughout; £1,500.

SCOTTORN, Ltd., Kingston-by-Pass, Tolworth, Surrey. Tel. Derwent 1122. [1194

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce Retailers and Repairers, offer:—

1948 Bentley Mk. VI standard steel saloon, black, beige leather, one owner, 14,000 miles, superb order, passed by maker's; £3,750.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [1606

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

BENTLEY 4¼ Vanden Plas 4-door saloon, Bentley maintained, reasonable price accepted.—Anthony Crook Motors, Town End, Caterham Hill, Surrey. Tel. 466. [1841

1935 Bentley 3½-litre sports saloon by Thrupp & Maberly, excellent condition; £895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [1597

1937 4¼-litre Rolls-Bentley Vanden Plas 4-door pillarless drop head, one owner, recellulosed black March 1949, now done 50,000 miles, completely reconditioned by Bentleys at approx. 40,000 miles; £1,450, or near offer. Tel. or write for appointment to view at:

MANOR GARAGE, Ltd., 227,233, Torquay Rd., Paignton S. Devon. Tel. 82065. [8628

1937 Bentley 4¼-litre Park Ward saloon, fitted with radio, disc and luggage trunks; £1,800; privately owned but h.p. facilities available; any trial and inspection; full information on mechanical condition will be given.—Temple, 35, Park End St., Oxford. Tel. Oxford 2485. [1165

1948 Bentley Mk. VI 2-door semi-razor edged saloon by Freestone and Webb, finished in black with blue hide upholstery, one careful owner only, absolutely perfect and immaculate and complete with all latest modifications.—Brayshaw & Carr, Ltd., Hannam Court, Charles St., Leicester. Tel. 60432. [6243

1937 (July) 4¼-litre Bentley, fitted superb drop head 4-seater coupe body by Barker, with commodious incorporated rear locker; luxuriously equipped, bumpers, wheel discs, twin horns, pass lamp, loose seat covers, radio, black and chromium with red leather upholstery, a beautifully aligned and imposing car; £1,485; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1549

BENTLEY (other than 3½ & 4¼)

1928 3-litre Red Label saloon, magnificent condition, new body 1938; full basic.—Box 2484. [1847

SPEEDSTERS, Ltd.—Specialists in reconditioned old school Bentleys.—Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [1319

1925 Bentley Red Label, short chassis, coachbuilt V.D.P. body, whole car in good order; £250.—Kennet Motor Works (1949), Ltd., Hungerford. Tel. 64. [1299

CENTRAL GARAGE CROYDON offer 1931 (reg. 1932) Bentley 8-litre short chassis sports saloon by Hooper, black and dark blue, grey hide; £475.—Central Garage. Tel. Croydon 7464. [1797

BENTLEY 4¼-litre Weymann sports saloon, black, X.F. series, November, 1929, in original and absolutely immaculate condition, maintained regardless of cost, fitted telecontrols and auxiliary twin electric petrol pumps, mileage negligible since complete overhaul by Bentley Motors, Ltd., receipts available, expert examination welcomed, fullest details on request.—Keene, Highnam, Gloucester. Tel. 24612. [1911

Bentley Cars Wanted

SGOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

GENTLEMAN wishes to buy pre-war 3½ or 4¼ Bentley.—Box 2376. [1109

Bentley Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

MANN EGERTON & Co., Ltd., WOULD welcome opportunity to purchase Bentley Mark VI models. 14, Berkeley St., W.1. Regent 2073. [1596

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927

URGENTLY required, 1947 or 1948 Bentley Mark VI standard saloon, low mileage; no dealers.—Box 2485. [1848

WANTED, Bentley Mark VI saloon, 1948, small mileage, by private purchaser, must be reasonable.—Box 2422. [1191

MODERN 3½-4½ urgently required, mechanically sound, details and cost please. Priest, 2 Providence Court, W.1. [1440

URGENTLY required, good 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1561

BARTLETT is most anxious to purchase good condition 3½ and 4¼ Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [5093

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19 Liv. 3362. [7458

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Mayfair 8351/6. [0328

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailer and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266, Service, works & stores. —12, Wellesley Ave., W.6. Riv. 1413. [8365

Bentley Spares and Service

JACK BARCLAY, Ltd., LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types. WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4345. SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers. SHOWROOMS.—18, Berkeley St., W.1. May. 6266. SPARE parts. SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

JACK OLDING, of Mayfair, have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Bentley and Rolls-Royce owners.—Mayfair 5242. [0865

B.M.W.

B.M.W. Type 327/80 fixed head coupe, three carbs., built-in lamps and radio, finished metallic green and fawn head; all tyres as new; performance excellent; road holding and steering superb; price £975. BROWN & WHITE (LEEDS), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [9701

B.M.W. Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require first class B.M.W.s.—173, Westbourne Grove, W.11. Bays. 4274. [1306

BRISTOL

A.F.N., Ltd. JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

1949 (July) Bristol Type 400/85A saloon, metallic green, radiomobile, one owner, low mileage, as new, all latest modifications, passed by manufacturers before resale.

1947 Bristol 400/85A saloon, green, first-class condition chassis, recellulosed. PRICES and catalogues on application.

WE always have a selection of guaranteed cars in stock. FALCON Works, London Rd., Isleworth. HOUNSLOW 0011. [8132

UM Ltd. UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks. UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

ACLAND & TABOR, Ltd., offer:—

1949 Bristol saloon type 400, speedo 7,000 miles, radio and heater, as new; £2,225.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [1311

KEVILL, DAVIES & MARCH, Ltd., OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros 2563. [0296

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol Tel. 25280.—Distributors in the West for Bristol cars Details and catalogues on request. [0490

BRISTOL

GUY SALMON AUTOMOBILES offer:—

1948 Bristol 400 saloon, low mileage, black, beige leather, immaculate condition; £1,895.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [8899

BRISTOL, all models including type 401 4-5-seater on view, used models available; the advantages of dealing with leading distributors will be obvious. ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [1839

1948 Bristol type 400/85A, in grey, fitted with heater, radio, etc., latest modifications, indistinguishable from new, mileage 5,500. KEVILL-DAVIES & MARCH, Ltd., 41-42, Hay's Mews, Berkeley Square, W.1. Gro. 2563. [8654

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstration cars available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. 'Phone Douglas 7598. [0549

Bristol Cars Wanted

PHILIP FOSTER wishes to purchase late model, low mileage Bristol.—106, High St., Uxbridge. Tel. 1202. [1938B

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bristol cars for disposal.—Mayfair 8351-6. [0330

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 0638. [0458

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

BROUGH SUPERIOR

BROUGH SUPERIOR drop head coupe 22hp, first registered September, 1937, pre-war car in post-war condition; any trial; £425; exchange considered.—Kingston Garage, Anlaby, nr. Hull. Tel. 48882. [8873

B.S.A.

295 gns.—B.S.A. Scout 1939 10hp series 6 sports 4-seater, black, leather upholstery, radio, good tyres, very good condition taxed; terms, exchanges.—Rowland Smith, below.

225 gns.—B.S.A. Scout 1937 (reg. July, 1938) 10hp series 4 sports coupe, maroon, sliding head, red leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1686

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

195 gns.—Bugatti 1929 1½-litre type 40 3/4-seater grand sports, black, leather upholstery, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1687

1939 latest model type 57 Bugatti Berliet saloon, full 4-door sports saloon of magnificent appearance, genuine 25,000 miles only, 26hp twin camshaft engine and hydraulic brakes, requires no attention whatever in any detail; £850; terms, exchanges.—Automobilia, Ltd., Pippbrook Garage, Dorking. Tel. 3891. [1168

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service 55, Netherwood St., N.W.6. Maida Vale 1351. [0071

BUICK

1939 Buick Viceroy saloon. GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1351

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 Super saloon. JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7572

ARCHIE SIMONS & Co., Ltd.—1937 Buick 4-door drop head coupe, small mileage; £495.—94, Gt. Portland St., W.1. Lan. 1343. [1201

1934-37 Buick 7-seater limousines from £500.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [7249

SEVEN-SEATER Buick limousine, with partition, suitable for hire work.—Particulars and price to Ashline, Ltd., Quarry Hill, Tonbridge 2396. [1186

1939 Buick Albemarle drop head foursome coupe, extremely good condition; outright sale or exchange smaller car.—Greenways, Lockerley, nr. Romsey. Tel. Lockerley 312. [1290

£265.—1936 Buick Viceroy 30hp, immaculate 6-seater saloon, bodywork literally excellent, interior smart and clean, literally outstanding motor car, ideal for hire, looks worth £600.—Below.

£565.—1939 Buick Viceroy 30hp, fitted special Albemarle 6-seater drop head coupe bodywork, owned by enthusiast, specially tuned, easily capable of 90 miles per hour, hydraulic special adjustable shock absorbers, outstanding vehicle, would suit fastidious film star; looks worth £1,500; comprehensive 3 months' written guarantee; hire purchase, exchanges. LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1719

495 gns.—Buick 8 July, 1937, 30hp Albemarle 5-seater convertible coupe, light tan and chocolate, fawn leather, built-in radio, 2 spare wheels, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1688

BUICK

1937 MacLaughlin Buick drop head coupe, coachwork by Carlton Carriage Company, finished black with brown hide upholstery; this car has had one owner since new and is in really excellent original condition, fitted built-in radio and heater, a car of distinction, offered by Steele Griffiths & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. [1667

1938 Buick Viceroy, in immaculate condition, including Motorola radio, 2 Marechal passlights, latest Andre Telecontrol shock absorbers, hide upholstery, almost new tyres, nominal mileage, maintained Lendrum & Hartman since new, one owner only; unrepeatable at £495.—Hendon Central Garage, Ltd., 44-46 Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [1358

LIMOUSINE 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, magnificent, £1085. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1451

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1552

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1435

1939-1947 low-mileage Buick required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9554

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

PRIVATE owner has 1948 Riley 2½, grey, low mileage, H.M.V. radio, for sale, 1,000 gns; or 1940 Buick taken in part exchange.—Williams, 42, Harold Rd., S.E.19. Liv. 3173. [1259

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

1939 Cadillac limousine, late property King of ——; superb and faultless condition. GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1353

CADILLAC.—Unique opportunity to purchase a magnificent Cadillac; this is a 1938 model long chassis 7-8-seater Pullman limousine mileage guaranteed under 10,000, face forward occasional seats winding division behind driver, remote control change speed lever under steering wheel, leather upholstery in front, cloth in rear, one private owner since new; £1,495. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1327

Cadillac Cars Wanted

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

PHILIP RICKARDS, Ltd., offer:—

1948 Chevrolet saloon, black, mileage 11,626, perfect.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1473

1946 Chevrolet 2-door l.h.d. saloon, exceptional condition; £875.—Park Garage (Molesey), Ltd. Hampton Court Way, Molesey. Tel. 4371. [5207

CENTRAL GARAGE, Croydon, offer: First registered 1949 Chevrolet saloon, black fawn upholstery; £10 tax; £795.—Central Garage. Tel. Croydon 7464. [7579

1948 Chevrolet 2-door fixed head coupe, radio, heater, covers, etc., small mileage, beautiful condition; £1,475.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8518

Chevrolet Cars Wanted

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9553

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9557

CHRYSLER

CHRYSLER 1939 W'don saloons in first-class condition; prices and particulars to PREMIER MOTORS, Ltd., Chrysler Specialists, 19, Somers St., Leeds, 1. Tel. 25137. [0565

ROYAL 1939, one driver, recently overhauled by Chrysler, excellent condition.—Lindley Thompson, St. Mary's Rd., Slough. Langley 200. [1179

1938 (February) Chrysler Wimbledon de luxe saloon; £325.—The Bell Street Motor Works, Henley-on-Thames. Tel. 441. [1767

SEVEN-SEATER Chrysler limousine, with partition, suitable for hire work.—Particulars and price to Ashline, Ltd., Quarry Hill, Tonbridge 2396. [1187

GORDON CARS (LONDON), Ltd.—7-passenger limousine 1937 24hp Chrysler, 21,000 miles, one owner, outstanding condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1336

1949 reg. Chrysler Plymouth, exceptional condition interior and exterior, as new, tyres new, colour Cambridge blue and grey, fitted heater; £1,150.—Simpsons Motors (American car specialists), Wembley 3903. [1408

1938 (October) Chrysler 24hp saloon, one owner, 34,000 miles only, practically as new in every respect; £565.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [1309

CHRYSLER 1939 Wimbledon de luxe saloon, black and brown, one owner, laid up during the war, very low mileage and in perfect condition, just recellulosed; offers.—Enquiries to Godfrey Houghton, Ltd., Citroen Distributors, Chester. Tel. 2706 Chester. [9719

145 gns.—Chrysler, Oct. 1934, 20hp Kew de luxe 4-door saloon, dove grey, sliding head, fawn leather, very good condition; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1716

CHRYSLER

8-PASSENGER 1939 Royal 28hp Saloon, forward occasionals, leather throughout, genuine 9,000, black, unquestionable condition. Alps & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1452

Chrysler Cars Wanted

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

1939-1947 low-mileage Chrysler required by British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Tem. 3588. [9555

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alps, Providence Court, Grosvenor Square. Mayfair-2941. [1441

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [0018

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361

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E.F.S. MOTORS, Ltd.,
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PHONE: Emberbrook 3000.
DISTRIBUTORS
OF
CITROEN
CARS. [0175

ACE SERVICE STATION (LONDON), Ltd.

1946 Citroen Light 15 saloon, black/brown hide, one careful owner, maintained by ourselves; £850.

NORTH Circular Rd. Stonebridge Park N.W.10. Elgar 5585 (5 lines). [8308

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1946 saloon de luxe, Light 15, black, red upholstery, mechanically faultless, brakes relined, cellulose, trimming, etc., practically unmarked; £695.

1947 saloon de luxe, Light 15, grey, red upholstery excellent order throughout; £750.

WE especially welcome all owners and prospective owners of Citroen cars and our very considerable service facilities are at their disposal.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [9815

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—

£725.—1947 Citroen saloon, silver with beige leather upholstery, sprung steering wheel, just checked over by Citroen works.—Below.

£650.—1946 Citroen saloon, black with beige leather upholstery, sprung steering wheel, sun roof nearly new tyres [8906

1948 Citroen Light 15, genuine French model, 22,000kms, l.h. drive, good condition, spare unused; £750.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [1198

1949 mod. Citroen saloon, low mileage, cov. exp. Dec. '49; unmarked, owner taking delivery of new car (seen Manchester); £850.—Box 2411 [1173

1946 Citroen Light Fifteen de luxe saloon, black, red one owner, mechanical condition, cellulose, etc., all excellent, fitted Ace twin carburettors; £650.—Below.

1948 Citroen Light Fifteen de luxe saloon gunmetal grey and red, one owner, exceptional order throughout; £835.—Enquiries to Godfrey Houghton, Ltd., Citroen Distributors, Chester. Tel. 2706 Chester. [9716

1946 Citroen 15hp saloon, black, maroon leather, sun roof, Fram, oil coil, etc., one owner, superb condition throughout; £665; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [1303

1940 Citroen 13hp sportsman's drop head coupe, an attractive car which has been carefully maintained, £120 recently spent on overhaul; absolutely 100% condition throughout; ideal for the enthusiast who wants fast but safe motoring in comfort at an economical running cost; unrepeatable value; £395.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [8261

£395.—A very scarce and desirable Citroen 15hp long wheelbase 7-passenger saloon, 1936-7, could easily be mistaken for much later model, such is the genuineness and excellence of its condition; privately owned by same family since new, this Citroen must on no account be placed in the same class as similar models used extensively for Hackney work; the cellulose really does sparkle, interior is in leather, very clean and neat, occasional seats face forward, whilst mechanically the car gives a surprisingly smooth ride for such a low hp 7-seater car; must be seen and driven to be really appreciated.—Write, call or 'phone:

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2391 and 3115. 22 other 7-seaters in stock. Write for 18-page post-free list. Easy and confidential H.P. facilities. Part exchanges, cars delivered free anywhere in the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under four miles off main A5 Watling Street. Fares refunded to purchasers from any part of the country [1522

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London S.W.1. Victoria 7611-6

CASH immediately for good Citroen.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1562

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0950

H. W. MOTORS, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. [4863

POST-WAR Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

JOHN S. TRUSCOTT, Ltd., urgently require first class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [1304

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 3, Otley Rd., Leeds. Tel. 52627-8. Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668

DAIMLER

TOM GARNER, Ltd., offer:—

1948 Daimler foursome drop head coupe, grey with red leather, Radiomobile, heater and many extras, 2,500 miles only.

1947 Daimler 2½-litre saloon, blue with blue leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1237

STRATSTONE, Ltd., the Daimler specialists.

1948 Daimler 2½-litre saloon, blue with blue leather has been kept like new throughout; £1,525.

1948 Daimler 36hp Straight-eight touring saloon by Hooper, blue with blue leather, electrically operated division, radio and heater, chrome discs; as new; £3,975

1938 Daimler E.L.24 limousine, black with cloth to rear; well maintained; in excellent order; £850.

1937 Daimler 4½-litre limousine, black with cloth to rear, in excellent condition throughout; £1,195.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [1281

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [1394

1937/8 Daimler 2½-litre saloon, £395, black, easy-clean wheels, very nice car.—Cranmore, Tel. 2040 Potters Bar. [1301

CENTRAL GARAGE, Croydon, offer 1938 Daimler 2-litre saloon, black, red leather; £650.—Central Garage. Tel. Croydon 7464. [6928

DAIMLER 1937 Mulliner sports saloon, 16.2hp, black/red leather, any trial; £400.—Gillett, 67, Alpha Rd., Surbiton. Elmbridge 4593. [1255

1939 Daimler 4-litre Straight 8, entirely new body designed and built by Alfa-Romeo, Italy, completed 1949, a most interesting car; £1,250.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1321

1938 Daimler E.L. Series 7-seater limousine, black, upholstered blue leather throughout, one private owner; £850.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [1879

1938 Daimler 17hp saloon, black, brown interior, sound order throughout, believed one owner since new, fully guaranteed, special bargain; £398; must be seen to be appreciated at:—

LONDON CARS, 2 & 3, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.5. Acorn 1212. [1675

£185.—1933-4.—Daimler 25hp 7-passenger limousine, superb vehicle, one owner since new.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station.) Ambassador 1061-2. [1285

DAIMLER 2½-litre 4-door saloon (reg Aug., 1948), finished navy blue, blue leather upholstery, small mileage, one owner, cost nearly £2,000; offered at £1,595 by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1494

295 gns.—Daimler New 15 1937 model 16.2hp 4-door sports saloon, silver grey, sliding head, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1689

1935 Daimler 15 saloon, perfect mechanical condition after complete overhaul (bills shown), body good, excellent upholstery, any trial; R.A.C. or A.A. inspection; £200 or nearest offer.—P. W. Strawson, Creampoke Farm, Stainfield, Wragby, Lincoln. Tel. Wragby 322. [1263

£525.—1938 Daimler 17hp sports saloon, cellulosed dove grey, blue leather interior, blue carpets, etc., this car is in immaculate condition and is completely unmarked; all plating as new, and new head lining fitted, engine and chassis in exceptional condition and fitted 5 new tyres; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [1871

DAIMLER

1938—39 E.L. 24 Daimler limousine, indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1805

FOR sale, £300 or nearest offer, 1935 Daimler 15 saloon, first-class condition all round, front axle reconditioned and new king pins last month; coachwork and upholstery reconditioned as new; opportunity for any trial.—Frating Hall Farming Society, Ltd., Frating Hall, Colchester. [1750

£785 Straight Eight partitioned black Limousine, bench forward occasionals, desirable condition, exceptional carriage. Below

LIMOUSINE 1938/8-cyl-32hp Hooper, partition, 7-forward, black, delightful condition, genuine 12,000, exceptional. Seen:— Alps & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1453

Daimler Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1553

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

LIMOUSINE Modern 24hp-32hp required. Details please:—Alps & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1442

Daimler Spares and Service

AROOT MOTORS, Ltd.

AROOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service. Kidderminster Rd., Croydon 5775 [0668

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DELAGE

1937 Delage D6.70 Vita pillarless sports saloon, excellent throughout; £350.—Tel. Temple Bar 9254 or Frensham 289. [1837

1937 Delage coupe de ville 31.7hp Straight 8, r.h. drive with Cotal change gear box; this car has only done 13,000 miles, one owner, and is in immaculate condition both inside and out; the body is of post-war appearance and made by the famous French coachbuilders, J. Saoutchik; would consider exchange deal 1948 or 1949 Mark VI Bentley.

R. SOUTHERN & Co., Ltd., Robin Hood Works, Brighouse. Tel. 220. [1190

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd.

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office 82, Park St., W.1. [2406

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mai. 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Delage specialists; all facilities and prewar factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A and other overseas enquiries invited.

HEAD office Regional House, 82, Park St., W.1. [2407

DELLOW

DELLOW, supercharged, trials model, 1949, 3,000 miles, black, full equipment.—Apply J. K. Barnsley, The Mount, Belbroughton Rd., Blakedown, Nr. Kidderminster. [1252

D.K.W.

1939 Master de luxe saloon in much above average condition, fitted bumpers, trafficators, twin horns, spot light, free wheel, new battery, good tyres, current petrol undrawn; £265.

CHARACTER CARS, Queens Garage, Queens Rd., Wimbledon. Liberty 3083. [1798

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877 [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction Bat. 0871. [0066

DODGE

1948 Dodge 4-dr. saloon, radio and heater, l.h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Tem. 3588. [9540

PULLMAN limousine, 1937 6-cyl. 30hp, one owner, very small mileage, as new throughout; £750.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [1764

LIMOUSINE 1939 Double Enclosed, 26hp, forward occasionals, black, private, immaculate. £835. Alps & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1454

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. London, S.W.12. Tel. Balham 2234 [0362

FIAT

WEMBLEY COURT MOTORS offer:—

1939 Fiat 500 cabriolet, just recellulosed cream and red, in metallic finish, owned Fiat enthusiast, any trial; £275.—High Rd., Wembley. Arnold 5221-2. [1648

215 gns.—1938 Fiat 500 cabriolet, excellent condition. Autosnips, 5, Balham High Rd. Balham 1509. [9619

1940 Fiat 1100 4-door pillarless, immaculate condition, brown metallic finish, owned Fiat enthusiast.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [9730

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two- and four-seaters; also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242

MAYFAIR GARAGES, Ltd.—1940 model 500 4-seater convertible saloon, 2-tone brown, hide upholstery, almost new tyres, nominal mileage, exceptional condition throughout, 3 months' guarantee mechanically; £305.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, black, blue leather, good tyres, new hood, smart car, in excellent condition throughout, 3 months' guarantee mechanically; £245.—Below.

MAYFAIR GARAGES, Ltd.—Choice of 12 Fiats in stock; send for list, particulars of hire purchase and copy of "Autocar" road test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repairs and renovations by skilled fitters.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [9702

1939 Fiat 500 4-str convertible coupe, reconditioned by us, new engine, S.U. carburettor, light green beige leather; £285.—Derrington's, the leading Fiat specialists, 159, London Rd., Kingston-on-Thames. Tel. 5621-2. [9302

Fiat Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc spares, reconditioned engines, gear boxes, starters, dynamos, etc.; guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [3280

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

FORD 1947 8hp Anglia saloon, black with brown leather-cloth upholstery, 21,000 miles but in immaculate condition throughout; £455.—Ref. (6.)

1947 8hp Anglia saloon, black with red cloth upholstery, 23,000 miles, thoroughly overhauled, immediate delivery; £450.—(Ref. J.)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9594

CAR MART, Ltd.

1949 Ford 8hp Anglia saloon, 6,000 miles; £545.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1628

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1051/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

LAYTONS OF OXFORD offer:—

£320 1940 Ford 8hp saloon; finished in black with red upholstery.

LAYTONS, New Rd., Oxford. Tel. 3381. [1196

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 8 Anglia saloon, 4,900 miles; £535.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1539

WEMBLEY COURT MOTORS offer:—

1947 Ford 8 saloon, black, indistiguishable from new, one owner, bargain; £425.—High Rd., Wembley. Arnold 5221-2. [9070

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford 8hp Anglia, black, 2,800 miles.

1948 Ford 8hp Anglia, black, 2,300 miles.

1948 Ford 8hp Anglia, black, 9,000 miles.

1948 Ford 8hp Anglia, black, 5,900 miles.

1947 Ford 8hp Anglia, black, 12,000 miles; choice of two.

1946 Ford 8hp Anglia, black, 7,000 miles.

56, Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [1643

FORD (8 h.p.)

£265.—1939 Ford 8 saloon, reconditioned engine, new battery, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1891

175 gns.—1937 Ford 8, good condition.—Autosnips, 5, Balham High Rd. Balham 1509. [9620

FORD 8 1946; in very good condition; £360; can be seen and tested in Shrewsbury.—Box 2410. [1165

330 miles.—1949 Anglia saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9541

FORD 8, 1937 model, excellent condition, taxed any trial; £175.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. [9964

FORD Anglia, November 1948, 11,000 miles, faultless condition; £485.—Pantiles Service Garage, London Rd., Guildford 5326. [1878

1949 Ford Anglia saloon, speedo. 2,700, as new; also 1938 Ford 8 saloon, black, in excellent condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [8424

1947 Ford Anglia, exceptionally well kept; £420; see page 30.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [1399

1948-9 Ford Anglia saloon, beige, 8,000 miles, excellent throughout.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [9739

£333.—Ford Anglia 8hp saloon, bodywork literally as new, interior excellent, speedometer reads 32,000, whole vehicle absolutely outstanding.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1722

£325.—1939 Ford 8 saloon, black maroon interior, reconditioned engine, 2,000 miles, beautifully maintained.—Robbins, East Putney. Tel. 4581. [1007

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1948 (Feb.) Ford Anglia saloon, black, 11,000 miles only, perfect; £450.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [1602

395 gns.—1947 Ford Anglia, immaculate condition, nominal mileage, any inspection; a bargain (radio extra).—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [9738

£135 only.—1935-6 Ford 8 saloon, black, one owner since 1939, reconditioned engine recently fitted, recommended; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [9598

1940 Ford Anglia saloon, black with red upholstery, in immaculate condition throughout; £325; also another, £315; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [1671

1949 Ford Anglia saloon, black, brown leather, cloth upholstery, low mileage, fitted radio, heater, oil-bath, air cleaner, Fram oil filter, window louvres, in outstanding condition throughout, taxed; £555.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [9624

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

IMMACULATE 1938 de luxe model or late 4-door type, leather, wanted.—Ladly, 2, Clovelly Gdns., Enfield. [1729

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 10hp Ford Prefect saloon, black with red leather upholstery, 5,000 miles only, absolutely indistinguishable from new; £625.—(Ref. I.)

1948 10hp Ford Prefect saloon, black with cloth upholstery, 4,600 miles only, in immaculate condition; £625.—Ref. (H).

1948 10hp Ford Prefect saloon, black with red leather upholstery, under 10,000 miles, in immaculate condition; £625.—Ref. (D).

1948 10hp Ford Prefect saloon, black with leather upholstery, 10,000 miles only, an exceptional car; £615.—Ref. (C).

1947 10hp Ford Prefect saloon, grey with cloth upholstery, loose covers fitted, very nice car; £525.—Ref. (E).

1947 10hp Ford Prefect saloon, black with leather upholstery, 7,000 miles only, perfect condition; £595.—Ref. (B).

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9595

CAR MART, Ltd.

1948 Ford 10hp Prefect saloon, 3,000 miles; £665.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1629

C. & S. MOTORS, Neasden.

1938 Ford 10 2-door saloon, black with fawn leather upholstery, inside immaculate, good mechanical condition; £239 cash, or £74 deposit.

1938 type Ford 10 4-door saloon, black with red leather upholstery, good condition throughout; £249 cash or £75 deposit, balance payable over 18 months; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1604

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1051/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

FORD (10 h.p.)

PHILIP RICKARDS, Ltd., offer:—

1947 Ford 10 saloon, black/green, 24,000 miles.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1476

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford 10hp Prefect saloon, beige, 6,000 miles.

1949 (new type) Ford 10hp Prefect saloon, green, beige hide, 8,000 miles.

1948 Ford 10hp Prefect saloon, black, 3,000 miles.

1948 Ford 10hp Prefect saloon, black, hide, 2,500 miles.

1948 Ford 10hp Prefect saloon, green, hide, 5,700 miles.

56, Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388. And 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [1644

LATE 1946 Ford Prefect, in excellent condition; £495.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [1833

1949 Ford 10hp Prefect saloon, one owner, 6,000 miles, loose covers; £625.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1330

£299.—1939 Ford 10hp de luxe saloon, hide interior, clean condition, good tyres, taxed.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1890

1948 Ford Prefect, black with cloth upholstery, 12,000 miles, immaculate condition; £585.

1946 Ford Prefect, black with cloth upholstery, 20,000 miles; £465.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Road, N.W.3. Hampstead 4414. [9468

1947 (July) Black Prefect, small mileage, numerous accessories, truly magnificent condition; £525. Royal 7111. [1744

600 miles.—1948 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9542

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

1947 Ford Prefect saloon, leather upholstery, low mileage, black; also 1939 Ford Prefect saloon, leather upholstery, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9906

1939 Ford 10hp 2-door saloon, black, blue leather upholstery, good sound car; £285.—Walton-on-Thames Motor Co., Ltd. Walton 200. [1591

1948 Ford Prefect saloon, 17,000 miles, spare unused; £555.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [9602

HILLWOOD MOTORS.—1948 Ford Prefect, in beige, radio, leather upholstery, many extras; £635.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [1807

295 gns.—1939 Ford 10 Prefect, excellent condition, any trial; choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117 [4391

1949 Ford Prefect saloon, finished black, cloth, 1,800 miles, as new in every respect.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2 [6578

1936 Ford 10hp 2-door saloon, reconditioned engine, clean bodywork; £160.—Douglas Car Sales, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Sta. 7352. [1741

1938 Ford 10hp 4-door saloon, exceptionally nice chassis, resprayed as new; £265.—Douglas Car Sales, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Sta. 7352. [1740

1948 (Nov.) Ford Prefect saloon, black, all red leather, genuine 5,000 miles, as new; £585.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [1601

R. S. MEAD offers: Ford Prefect 4-door de luxe saloon, first registered December, 1948, one owner, taxed year, mileage 4,000; £595.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [9634

£275.—1939 Ford 10 Prefect 4-door saloon de luxe, 2,000 miles only with reconditioned engine, excellent running order, one owner; also 1938 Ford 10 saloon, sound throughout, new engine, one owner; £195; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [1792

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

POST-WAR Ford 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford V.8 Pilot saloon, black with leather upholstery and radio, 11,000 miles, perfect in every respect; £950.—Ref. (K).

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9596

J. DAVY offers:—

£295 (July, 1938) V.8, grey, with brown leather upholstery, 4-door, small mileage.

J. DAVY CAR SALES, 9, Loran Place, Lewis Court Rd., W.8. Western 6493. [1039

FORD (V.8)

JOE THOMPSON (MOTORS) Ltd

1947 Ford Mercury de luxe saloon, 32.5 hp, black, 18,000 miles, fitted with loose covers and heater, £10 tax; £1,250.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [8985

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 American Ford saloon, latest design.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [8290

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1948 Ford V.8 Pilot saloon, black, brown hide, 7,000 miles.
1939 Ford V.8 30hp model 91A saloon, black/cloth.
56 Park Lane, W.1, Regent 4866. 374, Ealing Rd., Alperton, Middx., Perivale 3388. And 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [1645

£350.—1939 Ford 30hp 91A 4-door saloon, black, clean condition, new tyres.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1893

37/38 Ford V.8 30hp saloon, original paint, new tyres; £260.—Mears Motors, The White Swan, Bottisham. Tel. 259. [1027

1949 (Jan.) Ford V.8 Pilot saloon, finished green cloth upholstery, small mileage, excellent condition, licensed, radio; £925.
F. H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. [9833

1939 Ford V.8 30hp 91A model drop head, spotless black coachwork, white wall tyres, reconditioned engine recently fitted, many extras; £395.
GOODING & KEENAN, 101, Headstone Rd., Harrow. Tel. 3841. [1881

1948 (Dec.) Ford Pilot, blue, leather, radio, heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. [1277

LATE 1948 Ford Pilot saloon, 7,000, black leather, fitted radio, heater, etc.; £950, guaranteed.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [5252

1939 (August) Ford V.8 30hp saloon, leather upholstery, magnificent car; £425.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [1598

1948 Ford V.8 Mercury L.H.D. 32.5, 16,163 miles; blue, grey cloth interior; fitted heater, radio; chauffeur maintained; price £1,250.—Tel. after 6 p.m. Beckenham 3837. [1184

225 gns.—Ford V.8 1937 model 22hp 4-door saloon, black brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1690

1948 registered Canadian Mercury, immaculate condition, interior and exterior, equal to new, loose covers fitted, right-hand drive, leather upholstery, £10 tax, excellent car. This car must be seen to appreciate condition; £850.—Colindale Service Station, 155, 157 & 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [8163

1938 model 81A 30hp V.8 Ford, with station wagon conversion by Grout & Co., as depicted in "Autocar," Feb. 10th, on page 156. Ford reconditioned engine, etc. This is the nicest looking utility offered by us in our long experience dealing in this class of vehicle; £695.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1328

12000 miles; Ford V.8 Pilot saloon, blue with blue leather upholstery, twin-speaker radio, loose cover to front seat, fog lamp, heater, spotless condition, first registered November, 1948; £950; hire purchase and exchanges.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frobisher 0063, 0929. [1350

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St (Hampstead Tube) Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [1307

WANTED, Ford 30hp 91A 1939 saloon, preferably in leather.—K., 6, Potterton Lane, Barwick-in-Elmet, Yorks. [1121

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

UTILITY—FORD OR OTHER BODIES

JACK STONE & SON offer the following utility shooting brake:—

1949 Ford V.8 American maplewood shooting brake utility, very low mileage; cash or £200 deposit, balance 1, 2 or 3 years.
JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 2276-7. Insurance Dept., Putney 8241 and 7450. [8853

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5153

225 gns.—Ford V.8 November 1936, 30hp, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tail board, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1718

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041 [0937

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

C

M

THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1554

8 or 10hp Ford saloon wanted, 1938/1940.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [9736

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton Essex. Loughton 4119. [2439

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. [0228

FORD spares for all models.

DAGENHAM MOTORS, Ltd., 8, Balderton St., London, W.1. Regent 4070. 374, Ealing Rd., Alperton, Wembley. Perivale 3388. And 8, Sangley Rd., Catford, S.E.6. Hither Green 4821. [0169

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St. Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines).

FOR Ford mudguards, running boards, 1933/46.—Brooks, 85, Queens Rd., Brighton. [0383

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Ford owners.—Mayfair 5342. [0868

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.,

MANUFACTURERS of Frazer Nash cars (Le Mans Replica, Fast Roadster, foursome cabriolet and Mille Miglia models).

JOINT distributors for Bristol cars (see our advertisement under New Cars—Bristol).

USED Frazer Nash-B.M.W. models available at the moment include:—

1940 type 335 3½-litre l.h.d. 4-door saloon, re-celluloised black, reupholstered brown leather; price £1,295.

1939 type 321 4-seater cabriolet, colour blue re-celluloised, new hood; £725.

1935 type 40 (12.5hp) saloon, colour maroon, very good condition throughout; price £340.

THE White Works B.M.W. special 2-seater for sale, stored during war; offered complete with its special engine, brakes and light body as last raced; the fastest and best of all B.M.W. Works cars; for the low price of £1,400.

FULL particulars of above cars and descriptive literature sent on request.

SPARE parts for all Frazer Nash-B.M.W. cars available to our owners.

WE are always open to purchase Frazer-Nash-B.M.W. models

FALCON Works, London Rd., Isleworth. Hounslow 0011. [3256

ANTHONY CROOK, offers:—

1939 Frazer Nash-B.M.W. 327/80 drop head coupe; 1939 328, 2-seater; 1938 326 saloon; 1937 type 55 drop head coupe, etc.—Anthony Crook Motors, Ltd., Townend, Caterham Hill. Tel 466. [9121

CHARLES RICKARDS, Ltd., the house of standing and repute.

1938 Frazer Nash-B.M.W. type 328, magnificent condition throughout and passed by A.F.N., Ltd.; £850.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [1226

FRAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd. Datchet, Bucks. Tel Datchet 54. [7507

1939 Frazer Nash-B.M.W. type 327 occasional 2-4 cabriolet, in absolutely first-class condition, recently fitted with a Bristol head and 3 Solex, colour black, a very fast, attractive car.
KEVILL-DAVIES & MARCH, Ltd., 41-42, Hays Mews, Berkeley Sq., W.1. [9817

FRAZER NASH-B.M.W.

CASS'S MOTOR MART.—1938 F.N.-B.M.W. 320 saloon, black, engine recently reconditioned by Burtonwood.—5 Warren St., W.1. Euston 3523. [9297

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—2/a, Pembridge Villas, W.11. [1068

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0940

TYPE 321 or 326 saloon wanted privately, good condition essential; 335 considered if reasonable.—23, Allandale Rd., Enfield. [1775

GRAHAM

295 gns.—Graham 1938 Special Six 4-door touring saloon, black, grey cloth upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1691

HEALEY

GUY SALMON AUTOMOBILES offer:—

1949 Healey Duncan saloon, B type chassis, colour grey with red leather, 7,000 miles, fitted H.M.V. radio, an outstanding specimen with a truly scintillating performance; £1,495.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9967

ROSE & YOUNG, Ltd., offer Healey 2-seater, unregistered, exceptional condition, bargain; £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5070

1948 Healey standard saloon, finished two shades of bronze with brown leather upholstery, mileage 15,000, one owner since new, regularly serviced and maintained by the Healey factory; £1,250.—James Edwards (Chester), Ltd., The Northgate, Chester. Tel. Chester 654 and 3889. [1924

Healey Cars Wanted

BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors have new and used cars in stock, and are always interested to have details of any Healey cars for disposal.—Mayfair 8351-6. [0261

HILLMAN 10

CAR MART, Ltd.

1948 Hillman Minx Phase II drop head coupe, 1,000 miles; £815.
1949 Hillman Minx saloon, radio, 7,000 miles; £895.
1948 Hillman Minx saloon, radio, 11,000 miles; £645.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1630

NEWNHAMS, Ltd.

1949 Hillman Minx Mark III saloon, 5,000 miles; £875.—235-7-9, Hammersmith Rd., London, W.6. Riv. 4646. [8257

J. CORYTON, Ltd.

£475.—Hillman Minx 4-door sun saloon, black/brown, completely overhauled and unconditionally guaranteed, full petrol book.
139/149, Fulham Rd., South Kensington. Ken. 1410. [1573

DICKS CAR SALES offer:—

1947 registered Hillman 10 saloon, immaculate condition; £450.
1939 Hillman 10 drop head coupe, choice of two; £395.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [1618

HAROLD RADFORD & Co., Ltd

1948 (May) Hillman Minx Phase II saloon, black/brown, 5,600 miles, indistinguishable from new throughout.
1948 (November) Hillman Minx Phase II drop head coupe, black/brown, 11,000 miles, in first-class condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8285

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.
1948 Hillman Minx Phase II saloon de luxe, 11,000 miles; £735.
1947 Hillman Minx drop head coupe, 12,000 miles; £615.
1946 Hillman Minx saloon, black; £545.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1547

PHILIP RICKARDS, Ltd., offer:—

1948 Hillman Minx saloon, beige, 12,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1471

CHARLES FOLLETT, Ltd., offer:—

1947 Hillman 10hp coupe, black, brown leather, new tyres and hood, 15,000 miles, excellent order; £625.
18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [1611

WEMBLEY COURT MOTORS offer:—

1948 Hillman 10 saloon, phase II, black, indistinguishable from new, one owner; £725.—High Rd., Wembley. Arnold 5221-2. [9266

WARWICK WRIGHT, Ltd., offer:—

1948-9 Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 9,000 miles; £835.
1948 Hillman Minx 10hp saloon, grey blue cloth, 6,000 miles; £745.
1947 Hillman Minx 10hp drop head coupe, blue, blue leather, 10,000 miles; £635.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1657

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon, £575; also 1937 Minx saloon; £225.—Fortune Green Rd., N.W.6. Ham. 2211. [9202

HILLMAN 10

1948 Hillman Minx Estate car, low mileage, perfect condition; £775.—ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [1388

1949 Hillman Minx phase II saloon, dove grey, one owner, as new; £850.—G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [1580

1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.—JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [7576

1948 Hillman Minx, 7,000 miles only, in green, immaculate condition; £725.—ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5 [1387

1948 Hillman 10hp 4-seater drop head coupe, one owner, under 10,000 miles; £725.—GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1331

GORDON CARS (LONDON), Ltd.—1948 Hillman (Dec.) Phase III saloon, 9,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Hillman 10 saloon, black-fawn cloth.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1337

1948 Hillman Minx phase II saloon de luxe, suede green, exceptional order throughout; £665.—KENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [1593

1948 grey saloon, 11,000, perfect condition; £700.—Crawley, 67, Crystal Palace Park Rd., Sydenham. [1905

HILLMAN Phase II 1948, 12,000 miles, as new, radio fitted; £675.—Pantiles Service Garage, London Rd., Guildford 5326. [1876

1948 Hillman 10hp estate car, indistinguishable from new.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [1585

1946 (December) Hillman Minx saloon, grey; £525.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [1363

1937 Hillman Minx, in exceptional condition; £295.—Simpsons Motors (American car specialists), Wembley 3903. [9618

1948 Hillman 10 saloons, three from £685; see page 30.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [1398

1948 Hillman Minx d.h. coupe, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9543

1947 (July) Hillman Minx sunshine saloon, excellent condition, bargain.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [9610

1939 Hillman Minx, coachwork and mechanical condition very good; £320.—Simpsons Motors (American car specialists), Wembley 3903. [1410

ESTATE utility Minx Phase II, grey, 12,000 miles, immaculate; £685.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9688

1948 (January) Hillman Minx saloon Phase II, mileage 4,472; £695.—Midland Motor Co. (Bedford), Ltd., 92, Midland Rd., Bedford. [1195

1935 Hillman 10 de luxe saloon, in exceptional condition throughout; £175.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [1509

1935 Hillman Minx, engine overhauled, 600 miles; price £145.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1513

1939 Hillman Minx saloon, in excellent order throughout; £325.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [9189

1946 (Aug.) Hillman Minx drop head coupe, smoke grey, blue leather, 17,000 miles; £545.—Tyler's, 1-7, Barnard Rd., Clapham Junction. Bat. 4347. [9384

1946 Hillman Minx saloon, grey, low mileage, nice car also 1939 Hillman Minx saloon and 1938 Hillman Minx drop head coupe, reconditioned engine recently fitted, £295.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9082

£145 or by instalments.—1935 Hillman Minx 4-door saloon, 3 months' written guarantee; £145.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [1070

1948 Hillman Minx Phase II saloon, 10,000 miles, immaculate interior and exterior, mechanically perfect; £695.—Simpsons Motors (American car specialists), Wembley 3903. [1409

ROSE & YOUNG, Ltd., offer 1948 Hillman 10 saloon, phase II, bargain; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1654

1949 Phase III Minx saloon, black/grey, 3,000 miles only, faultless condition highly recommended; £575.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1493

1948 (July) Hillman Minx sun saloon, Phase II grey, grey upholstery, Ekco radio, low mileage, beautiful order; £735.—Odeon Motors Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [1423

1948 Phase II Minx saloon, one owner, low mileage, almost unblemished condition, guarantee; £695.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [1492

595 gns.—Hillman Minx, Nov. 1947, estate car, grey, maker's standard 4-door 5-seater body with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Hillman Minx, Dec. 1946, foursome drop head coupe, black, fawn leather, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Hillman Minx, Nov. 1945, de luxe 4-door saloon, black, sliding head, brown leather, one owner, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Hillman Minx, June 1939, foursome drop head coupe, black, green leather, new hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1692

HILLMAN 10

1948 Series II Hillman estate car, grey, 10,000 miles; particularly well maintained, recently decarbonised and in excellent order.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6576

HILLMAN Minx de luxe saloon, black and brown, one owner, reasonable low mileage, laid up during the war, just reculilulosed and in good order throughout, taxed; £350.—Enquiries to Godfrey Houghton, Ltd., Citroen Distributors, Chester. Tel. 2706 Chester. [9717

HILLMAN 14

HILLMAN 14, immaculate motor car; £425.—Simpsons Motors (American car specialists), Wembley 3903. [1414

£375.—May 1938 Hilman 14 5-seater saloon de luxe fitted with genuine works reconditioned engine less than six weeks ago, negligible mileage since in fact engine has not yet been fully run in; new springs and other mechanical work done at total cost of over £70, bills available for inspection, colour black cellulose and leather interior, in first class order, very special opportunity.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for 18-page stock list of over 250 fully guaranteed used cars, easy and confidential H.P. facilities. Part exchanges, cars delivered free anywhere in the United Kingdom. Near main line L.M.S. station, frequent service from Euston and Watford takes only 50 minutes, or by road just under four miles from main A5 Watling Street. Fares refunded to purchasers from any part of the country. [1524

HILLMAN 21

£425!!!—7-passenger Hillman 21hp enclosed limousine, 1937, with winding division, face-forward occasional seats and real leather upholstery, front and rear; whole car in clean and attractive condition, and in the mechanical order to give a lasting term of service; unrepeatable offer at price.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.—22 other limousines in stock; write for 18-page, post-free list; easy and confidential H.P. facilities; part exchanges; cars delivered free anywhere in the United Kingdom; near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles off main A5 Watling Street; fares refunded to purchasers from any part of the country. [1519

LIMOUSINE 1938 Deluxe Coachwork, partition, widest forward occasionals, leather throughout, black, exceptional carriage. £745. Below.

7-PASSENGER 1937 privately owned black Saloon, leather, bench occasionals, immaculate. £465. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1455

HILLMAN MISCELLANEOUS

1939 Hillman saloon de luxe, black with brown leather upholstery, absolutely unmarked; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [1673

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd. S.W.3. Tel. Flax. 4801-3.

1948 Hillman drop head coupe, finished green with brown hide upholstery, fitted Radiomobile radio, fully guaranteed; £715.—Steele Griffiths, & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. [1669

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—320 Euston Rd., N.W.1. Euston 1212. [0962

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

R

ROOTES, Ltd.

D

DISTRIBUTORS

REQUIRE modern low-mileage Hillman cars.

B

BIRMINGHAM.—Lower Temple St. (Central 8411.)

M

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

M

MAIDSTONE.—(Maidstone 3333.)

C

CANTERBURY.—(Canterbury 3232.)

R

ROCHESTER.—(Chatham 2231.)

W

WROTHAM Heath.—(Borough Green 4.)

R

ROOTES Ltd., Devonshire House Piccadilly W.1. Tel. Grosvenor 3401. [0108

1948 Hillman 10 saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [9491

CASH immediately for good Hillman.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1555

POST-WAR Hillman required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1436

CHARLES RICKARDS, Ltd., wish to purchase good used Hillman cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [1231

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham; and Lower Temple St., Birmingham, 2 [0088

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

Hillman Spares and Service

FOR Hillman 1936/46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. [0227

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

S. G. SMITH MOTORS, Ltd., for Hillman spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8051

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742 [9896

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6894

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and used H.R.G. cars available for immediate delivery.

NEW, unregistered, H.R.G. 1,500cc 2-seater, grey, at list price.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1429

1100 2-seater H.R.G., black with blue leather, in excellent condition throughout; £550.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W. Euston 4511. [1827

H.R.G. 1½-litre 2-seater, new July, 1948, 7,000 miles, decarbonised, checked and passed by H.R.G. Works, in genuinely new condition; £750.—Hoare West Lodge, Frimley Green, Aldershot. Tel. Deepcut 96. [1773

695 gns.—H.R.G., June 1948, 1,100cc sports 2-seater, British racing green, green leather, one careful owner, run 5,490 miles only, practically brand new condition; cost over £1,000; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1693

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413 [8369

HUDSON

S.M. offer:—

1939 Hudson 29hp special Century de luxe saloon, coloured leather upholstery, in beautiful condition throughout, most pleasing lines.—STAR MOTORS, Shepherd's Hill, Reading. Sonning 2345/6. [9723

GUY SALMON AUTOMOBILES offer:—

1937 Hudson 8, Tickford drop head foursome coupe, this car has covered a total mileage of 10,000, and is definitely in new condition throughout; the original grey cellulose and red leather upholstery is unmarked, a truly perfect car at the reasonable price of £595.—Portsmouth Road, Thames Ditton Emberbrook 4343. [9966

1941 (Sept.) Hudson 6-cylinder Country Club 21hp saloon, black, brown leather upholstery, steering column gear change, taxed; as new, an exceptional offer aat £575. Terms and exchanges.—J. G. FOX (W'ton), Ltd., Bath Rd., Wolverhampton Tel. 23629. [1182

1939 Hudson Country Club saloon, brown hide interior, black cellulose body, radio, heater, tyres nearly new, car practically unmarked, splendid condition; £425.—Simpsons Motors (American car specialists), Wembley 3903 [9621

HUDSON 1939 saloon, black, 22hp 20mpg, radio, heater, new Dunlops 29,000 miles since new, full coupons, taxed, beautiful condition, mechanically excellent; bargain, £475.—Wood Court, Seven Hills Rd., Cobham, Surrey. Tel. 3224. [1751

Hudson Cars Wanted

URGENTLY required, good pre-war Hudson.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1559

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

J. DAVY offers:—

AUGUST, 1948, Humber Hawk, one owner, moderate mileage; £950.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1383

1947 Humber Snipe, 18hp; £875.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [1831

HUMBER

CAR MART, Ltd.

1948 Humber Snipe 18 saloon, 6,000 miles; £1,150.

1948 Humber Pullman limousine, 19,000 miles; £1,575.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1631

TOM GARNER, Ltd., offer:—

1946 Humber Super Snipe saloon, black with brown leather, 22,000 miles.

1949 Humber Pullman Mark II limousine, black with leather front, cloth rear, 7,000 miles.

1949 Humber Super Snipe Mark II saloon, steel grey with grey leather, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1238

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp Mark II saloon, silver green, beige leather, 8,000 miles; £1,550.

1949 Mark II Humber Pullman 27hp limousine, black, cloth and leather upholstery, 500 miles; £1,950.

1948 Humber Snipe 18hp saloon, gunmetal grey, grey cloth, 3,000 miles; £1,250.

1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, radio, 11,000 miles; £1,025.

1948 Humber Super Snipe 27hp saloon, black, fawn cloth, 7,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1658

WANSTEAD MOTORS, Ltd., offer:—

1949 Humber Super Snipe, 4,000 miles; £1,495.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [1374

WEMBLEY COURT MOTORS offer:—

1939 Humber Super Snipe saloon, black, just completely recellulosed, in superb condition throughout, an outstanding bargain; £425.—High Rd., Wembley. Arnol'd 5221-2. [9074

GUY SALMON AUTOMOBILES, Ltd. offer:—

1949 April (B.M.T.A. permission, subject to remainder of covenant), Humber Pullman limousine, 8,000 miles, immaculate; £1,795.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [8548

CAMPBELL SYMONDS, Wembley 6262, offer the following 3 Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,500.

1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

1937 Sedanca de Ville, 6-str, leather front, cloth rear, with division, laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car; bargain, £795. [1275

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, green-fawn lthr., 6,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, black, 7,000 miles, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1339

1948 (July) Humber Hawk, black, immaculate order, bargain, £975; also 1947 Hawk, similar, £875.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9689

FEB. 1949 Humber Super Snipe, current model, 3,000 miles perfect.—Write, A. Kelway, Gaunts House, Wimbourne. [9309

1946 Humber Snipe, immaculate condition.—Hazlemere Motor Co. W/A, Ltd., Waltham Cross 2275/6/7. [1575

1949 Humber Super Snipe saloon, grey, mileage 2,000, H.M.V., radio, heater; £1,475; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [1590

1948 registered Super Snipe utility and trailer; cash offers, exchanges.—Rollings, 5, Thorney Hedge Rd., W.4. [1249

1947 Humber Pullman limousine 18,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9544

1948 Humber pullman 7-passenger limousine, one private owner, as new; £1,675.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5761

1948 (June) Humber Super Snipe saloon, 10,800 miles, metallic grey, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [1213

1946 Humber Hawk, maroon/brown leather, reasonable mileage; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [1676

1939 Humber Super Snipe, black/red, ace discs, rebuilt engine fitted and body resprayed and rechromed in Dec., '48 (£10 tax), mileage since only £6,000; £425.

GLANVILE Garage, 30-32, Berrow Rd., Burnham-on-Sea, Somerset. Tel. 75. [1431

£695.—1938 27hp Humber Pullman limousine, roomy 7-seater, not ex hire or service car.—Lawton-Geodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [8216

1948 (November) Humber Hawk saloon in steel grey, 16,000 miles genuine, first-class order, taxed for year; £975.—The Bell Street Motor Works, Henley-on-Thames. Tel. 441. [1766

HUMBER 21hp saloon drop head, 1939 model, first registered December 30th, 1938, in excellent condition throughout, colour black; offers.—Bradley City Garage, Worcester St., Gloucester. [1181

1st reg. 1947 (£10 tax), Humber 21hp saloon, overhauled by Rootes at cost of £275, taxed year, tyres new; bargain, £475.—Moreton Garages, 61, Albert Embankment S.E.1 Reliance 4016. [8142

£175.—1935 Humber Snipe 17hp de luxe saloon, exceptional condition and should be seen.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station.) Ambassador 1061-2. [1284

HUMBER

1948 (April) Humber Super Snipe de luxe saloon, 14,000 miles, one owner, finished black, leather and cloth upholstery, H.M.V. radio, discs, taxed to December, 1950; trade enquiries welcomed.

MOTODRISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1864

1939 Humber Pullman Landaulette, black with cloth to rear; 2 face forward occasionals; carefully maintained; in excellent order; £695.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [1283

HUMBER Super Snipe saloon, finished in black with brown leather and cloth upholstery, small mileage, first registered November, 1947; £995.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [1479

£55 deposit or £185 cash.—1937 Humber 12 4-door saloon, rear boot, sturdy, good appearance and very sound mechanically; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [9599

1948 Humber Hawk, black, brown leather, very low mileage, immaculate condition; £950.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mac. 2873. [1359

1937 (June) Humber 27hp Pullman limousine, 7-seater, face forwards, winding division, black with brown leather front and rear, privately owned, negligible mileage, indistinguishable from new; £675.—South Western Garage, Station Yard, New Malden, Surrey. Tel. Malden 1212. [1758

LIMOUSINE 1937/18hp, partition, 7-seater, leather throughout, privately owned, black. £535.

1947 (£10 tax) Pullman Limousines, partition, 7-forward, black, original owner, unquestionable condition. £1285. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1456

Humber Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

CASH immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1563

7-SEATERS Limousines, low mileage, 1947/1948, also 1935/24hp, also 27hp privately owned 1937/38/39. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1443

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184 Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS OF NOTTINGHAM urgently require all types of Humber cars, recent models.—R. Cripps & Co., Ltd., the Humber distributors, Parliament St., Nottingham. Tel. 44558. [0553

Humber Spares and Service

CROYDON'S Humber spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0518

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

1947 Jaguar 1½-litre saloon, 9,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1632

JAGUAR

BROWNS for Jaguars.

1940 Jaguar 1½-litre saloon de luxe, 37,000 miles only, immaculate condition; £535.

1946 (October) Jaguar 3½-litre saloon de luxe, 20,000 miles, immaculate; £780.—Browns Garage, Loughton (Essex) 4119 (Tube). [9617

TOM GARNER, Ltd., offer:—

1949 Series Jaguar 1½-litre S.E. saloon, black with brown leather, 4,000 miles only.

1948 Jaguar 3½-litre drop head coupe, suede green, with green leather, H.M.V. Radiomobile, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1239

HAROLD RADFORD & Co., Ltd.

1948 (October) 3½ Jaguar drop head coupe, black, beige leather, 8,000 miles, radio, heater and de-mister, as new.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8286

WEMBLEY COURT MOTORS offer:—

1937 S.S. Jaguar 2½-litre saloon black, in excellent condition throughout, exceptional bargain; £285.—High Rd. Wembley. Arnold 5221-2. [7581 Ditton. Emberbrook 4343. [8900

1939 3½-litre S.S. Jaguar saloon, 42,000 miles; £595.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [1386

5000 miles.—1948 (Feb.) Jaguar 1½-litre saloon, black, brown leather.—Below.

5700 miles.—1948 (Oct.) Jaguar 2½-litre saloon, grey, red leather.—Below.

9300 miles:—1948 (Oct.) Jaguar 3½-litre drop head coupe, birch grey, radio, discs, mascot; trade enquiries only, please.—Ernest Sutton, Cleeve Hill (Glos) 95. [1499

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel Kin 3368.

GATEHOUSE offer 1948 (November) Jaguar 1½-litre saloon, special equipment model, fitted radio and Ace discs; £1,195.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1417

1947 2½ Jaguar saloon, black/brown, radio, taxed, one owner, perfect; £975.—Imperial Motor Mart, Cheltenham 2065. [1824

1939 Jaguar 1½-litre drop head coupe, guaranteed; £395; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [1812

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon, black-fawn cloth, 8,000-mile condition and appearance.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon, black-red lthr., immaculate condition, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon, grey-red lthr., 8,800 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1339

1937 1½-litre Jaguar saloon, many extras, exceptional conditn; £325.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1373

1947 Jaguar 3½-litre, unscratched, mileage 16,000, fitted radio, heater, etc., £10 tax, any trial; nearest £1,100.—S., 43, Blossom St., York. Tel. 3088. [1927

£265.—1937 (June) Jaguar 2½-litre black and chrome sports saloon, excellent performance, smart appearance; also 1935 S.S. Airline saloon; £165.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1889

£1050.—1948 model Jaguar 1½-litre saloon, special equipment, grey, 14,000 miles, superb condition.—Robbins East Putney. Tel. 4581 [1006

1937 Jaguar 2½-litre saloon, complete engine overhaul, condition throughout exceptional.—Lockwood, Half-way, Walton 2824, after 6 o'clock 3387. [1674

1948 (October) 2½ Jaguar saloon, 11,000 miles, gunmetal/grey, discs, radio, taxed, immaculate; £1,095.—Imperial Motor Mart, Cheltenham 2065. [1823

1946 (Sept.) Jaguar 1½-litre saloon, black with brown leather, first-class condition throughout.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham 2255. [1572

9000 miles! £850!—3½ Jaguar saloon (December 1946), lavender grey/red, Ace discs, immaculate throughout, taxed.—Imperial Motor Mart, Cheltenham 2065. [1825

395 gns.—Jaguar 1939 model 2½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

995 gns.—Jaguar 1948 2½-litre foursome drop head coupe, brick red, grey leather, Philco radio, Ace discs, twin wind-tone horns, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1694

1940 2½-litre Jaguar saloon, fitted air conditioning equipment, whole car in showroom condition; £495.—Birkett Motors, Ltd., 72-74, High Rd, South, Woodford, E.18. [1795

R. S. MEAD offers: 1947 1½-litre Jaguar special equipment saloon, one owner, Ace discs, small mileage, taxed year; £925.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [9635

ROSE & YOUNG, Ltd., offer 1947 3½-litre Jaguar, black, brown leather, mileage 10,000; £835.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [1652

ROSE & YOUNG, Ltd., offer 1937 Jaguar 1½-litre saloon, exceptional condition, black/brown leather; £295.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1651

1939 Jaguar 1½-litre drop head coupe, black, maroon interior, best quality hood; this car is in 1949 condition and must be seen to be appreciated; £495.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford. Tel. Ilford 3151. [1360

JAGUAR

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports-man's saloon, 1939, nicely finished maroon with leather upholstery to match, really good performance; £425.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports-man's saloon, 1939, similar model to above, finished silver grey, blue leather, somewhat less mileage 3 new Dunlops; £445.

CAMDEN MOTORS.—Jaguar 1½-litre foursome drop head coupe, 1939, black coachwork, brown hide interior, fitted radio, particularly good mechanically; £475.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939-40, one owner since new, immaculately finished in lavender grey, with light blue interior, spotless appearance; sole reason for sale, delivery of new car of same make; £515.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1939, finished in metallic grey with red leather, whole appearance absolutely unblemished, late property of well-known local business executive who has literally maintained this car entirely regardless of cost, fitted brand new top to match upholstery, Ace discs and every refinement, fully guaranteed in writing; £545.

CAMDEN MOTORS.—Jaguar 1½-litre sports saloon, 1946-7, metallic grey, red leather, 12,300 miles, as brand new; £775.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1936, finished duo grey, very sound coachwork, good tyres, runs well, absolute bargain; £195.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1937, quite outstanding cellulose good engine, several extras; £265.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1940, with similar features to post-war example, plain unpleated upholstery, narrow waistband, etc., magnificent performance, all tyres almost brand new; £495.

CAMDEN MOTORS.—Jaguar 3½-litre special competition model 100, 1938-9, metallic grey, blue leather, immaculate, very very fast, photos supplied to genuine prospective purchaser; £545.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1946-7, unblemished, negligible mileage, one owner since new, appearance consistent with having been chauffeur maintained.

CAMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page stock list of over 250 fully guaranteed used cars. Easy and confidential hire purchase facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom, near main line L.M.S. Station. Frequent trains from Euston and Watford take only 50 mins., or by road just under 4 miles from main line A.5 Watling Street. Fares refunded to purchasers from any part of the country. [1525

1939 Jaguar 3½-litre saloon, finished black, recently reconditioned, taxed and in excellent order throughout, car of very smart appearance; first offer over £475.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [9660

£450.—Jaguar 1½-litre 1939, one owner, exceptional original condition, excellent performance, interior almost unmarked; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon to Sat. 9-6 (50 yds. Holland Park Tube). [1207

1938 3½-litre Jaguar drop head, in superb and immaculate condition, engine recently completely overhauled, fitted radio, twin spotlamps, a genuine well cared for car, £445; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Tel. 0558, 2619. [9286

TANKARD & SMITH, Ltd., offer 1946 Jaguar 1½-litre special equipment model, finished in polychromatic grey with red leather, genuine 20,000 miles since new, unmarked, £795; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Flaxman 4801/2/3. [1222

1938 1½-litre Jaguar super sports foursome d.h. coupe, under 43,000 miles, beautiful green original finish, really clean interior, polished panels and fillets, all chrome like new, a most attractive, really economical, very fast and thoroughly reliable sports car, a pleasure to drive, taxed year, honest car, genuine bargain; £290; 500 miles trial and delivery arranged, also photo by genuine enquirer.—1, Bentley Rd., Manchester 21. Tel. Chorlton 1288. [1761

Jaguar Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

RROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

HHENLYS, Ltd.,

EENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

GCAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7845).

HENLYS, Ltd., England's Leading Motor Agents. [0028

JAGUAR cars wanted.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Main Dealers, urgently require modern Jaguar cars. TEL Pal. Grn. 1205, 7173. [9301

CCOOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1416

Jaguar Cars Wanted

WANTED, good condition 2½ 1937-8 Jaguar saloon (no dealers).—Box 2491. [1854

URGENTLY required, Jaguar 1947 or 1948 1½-litre saloon, low mileage.—Box 2486. [1849

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel Sta. 8000. Seven Sisters Rd., Tottenham N.15.

POST-WAR Jaguar required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0656

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park London, W.2. Bayswater 0136-7-8. [1038

Jaguar Spares and Service

HHENLYS, Ltd.

EENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester. Cheetham Hill Rd. Deansgate 6216/7.

QUICK completion of repairs. [0563

R. P. POWELL (MOTORS) Ltd., East London distributors for Jaguar cars, sales, service and spares. 321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

J.B.M.

1948 J.B.M. 30hp V.8 engine, 2-seater open sports body, in beautiful condition; £575.—Kennet Motor Works (1949), Ltd., Hungerford. Tel. 64. [1298

JEEP

JEEPS.

24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export sales division.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury W.4. Chiswick 3013. [0214

1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

JEEPS reconditioned throughout, 20-23 mpg, guaranteed 6 months, luxurious utilities, all original spares stocked.—Metamet, 100, Belsize Lane, London, N.W.3. Hampstead 8231-2. [0527

JEEPS.—Autowork, Ltd., of Winchester, England's largest Jeep stockists for Jeeps and trailers, tremendous quantities of new and used spares, literally everything in stock.—Tel. Winchester 4834. [9489

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings etc., etc.—331-333, High Rd., Chiswick, London W.4. Chiswick 1919. [0033

195 gns.—Jeep (Willys), reg. 1947, ex-Government, hood and spare wheel, very good condition, taxed; 5 Jeeps in stock; genuine Jeep trailers available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1695

JOHN BURLEIGH (AUTOMOBILES), Ltd., offers the new and improved Burleigh utility on reconditioned and specially lengthened Jeep chassis; early delivery; also long-chassis Jeep truck; standard Jeeps and all spares; full particulars on request; 38-page instruction manual for the Jeep, price 30/-.—13, Astwood Mews, Kensington S.W.7. Frobisher 4034. [0046

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4834. [9490

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15 St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4716.) [0366

JOWETT

HMBENTLEY & PARTNERS.

JAVELIN main agents.

2543 miles only, 1949 Javelin saloon.

7338 miles only, 1948 (Oct.) Javelin saloon.

THESE cars have been passed by our Service Department and are guaranteed by us for 6 months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9064

JOWETT Bradford de luxe, equal to new, convertible utility. £495.—Buntings, Harrow 1908. [1867

LATE 1948 Javelin de luxe, black, red leather, radio, heater, full basic, taxed, insured; 9,700 miles; excellent condition; £845.—Wilson, Bridge St., Bishop's Stortford. Tel. 498. [1180

280 gns.—1939 Jowett 10hp Jason saloon 4-door de luxe excellent condition, any trial.—G P (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [9737

JOWETT

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent Tel. Beckenham 2565. [0302

£225.—1939 Jowett 8 saloon, this car is in very sound condition and is without doubt the roomiest 8hp car on the road today. It has a very good performance with approximately 40mpg; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [1088

Jowett Cars Wanted

HMBENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [7723

RROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

WE require Jowetts, Javelins and Bradfords.—Russells Garages, Ltd., Medway St., Chatham. Tel. Chatham 3683. [7934

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch trade or private.—Tel Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's, Jowett Agency, Harrow 1908.

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

KAISER FRAZER

PHILIP RICKARDS, Ltd., offer:—

1949 model Kaiser 4-door sedan, black with fawn cloth upholstery, fitted heater, radio, spotlamps, mileage 622 only since new.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1474

LAGONDA

BBROOKLANDS of BOND STREET Ltd.

LONDON distributors for

LAGONDA

OFFER:—

1940 Series 12-cylinder short-chassis 4-seater drop head coupe; speedometer reading 23,000 miles only; passed by makers.

1939 6-cylinder 4½-litre short-chassis sports saloon; this car has covered 10,000 miles only since a complete overhaul.

1938 6-cylinder 4½-litre 4/5-seater saloon; independent front suspension model; speedometer reading 29,000 miles only; one owner; passed by makers.

BROOKLANDS of BOND STREET, Ltd.

103, New Bond Street, W.1. Tel. Mayfair 8351. [1936

595 gns.—Lagonda, Dec., 1937, 4½-litre saloon de ville, black, winding division, front leather, rear cloth, wheel discs, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Lagonda 1936 4½-litre sports tourer, cream, green leather, wheel discs, tonneau cover, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Lagonda 1934 4½-litre 4-door pillarless saloon, black, sliding head, fawn leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1696

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) offer a first-class selection of used Lagondas.—273, London Rd., Staines Tel. 3457-8. Or (private) Walton 1562. [0287

1940 V.12 Lagonda limousine, just recently come from abroad, first registered in this country 1950, under £10 tax, body and wings need slight attention; for quick sale £695.—Simpson's Motors (American Car Specialists), Wembley 3903. [9196

OPPORTUNITY occurs to acquire absolutely spotless 2-litre super sports Lagonda 4-seater, genuine coach built 4-d. pillarless saloon, black, definitely as per makers' original specification when new; this car is immaculate inside and out, all aluminium body, low swept tail, outside luggage boot, beautiful long streamlined appearance, low underslung chassis, full de luxe equipment, all chrome like new, p. 100 head lamps, 6 almost new tyres, 2 s. wheels, clean pile carpets, finger-tip self-centring steering, perfect brakes, absolutely quiet transmission, beautiful clutch, and a pleasure to drive; it is really fast, most economical, and thoroughly reliable; this is a thoroughbred pride of ownership car proved by its outstanding superior performance, taxed, 500 miles, trial, free delivery, also photo to genuine enquirer; £225; genuine bargain; taxed and insured.—1, Bentley Rd. Manchester, 21. Tel. Chorlton 1288. [1760

LAGONDA

£330.—3-litre Special open four-seater; recently overhauled at a cost of nearly £200, bills shown! This car is immaculate and has an excellent hood and side screens; total mileage 43,000; licensed and full petrol.—D. Bennett, Stretton Croft, Hinckley, Leics. Tel. Burbage 252. [1098

Lagonda Cars Wanted

BARTLETT always buys 12-cylinder Lagondas.—27a, Pembridge Villas, W.11. [1069

CASH immediately for good Lagonda.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1564

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock and are always interested to have details of any Lagonda cars for disposal.—Mayfair 8351-6. [0329

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock. LAGONDA, Ltd., Service Department, Victoria Rd., Feltham Middlesex. Tel. Feltham 2291. [0906

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217

LAMMAS GRAHAM

ACLAND & TABOR, Ltd., offer:—

1938 Lammas Graham d/h. coupe, body by Charlton Carriage, late property of the managing director of Lammas Graham cars, works maintained throughout, 5-90 mph in top gear with exceptional economy; £625.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [1312

LANCHESTER

GUY SALMON AUTOMOBILES offer:—

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [1819

STRATSTONE, Ltd., the Lanchester specialists.

1947 Lanchester 10hp saloon, black with red leather, 6,000 miles; as new; £895.

1939 Lanchester 14hp de luxe saloon, black with green leather; carefully maintained throughout; £625.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [1282

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 Lanchester 14hp saloon, black, low mileage, engine just overhauled, exceptional condition; £350.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [1225

1938 Lanchester 14, immaculate condition; £485.—Simpsons Motors (American car specialists), Wembley 3903. [1413

LANCHESTER 1937 Roadrider, excellent condition throughout; £335.—Pantiles Service Garage, London Rd., Guildford 5326. [1877

1948 Lanchester 10 saloon, 3,700 miles.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9545

1938 Lanchester 11 4-door saloon, black, in excellent mechanical condition; £350.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham 2255. [1571

1936 Lanchester 10.8hp Mulliner 2-door sunshine saloon, new tyres, engine in first-class condition throughout; £200.—Visser, Great Durgates, Wadhurst 402. [1747

265 gns.—Lanchester 18, June, 1937, de luxe 4-door saloon, black, sliding head, brown leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1697

Lanchester Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCIA

LANCIA Dilambda 33hp engine and chassis, less body, good runner; £25.—2a, Alexandra Rd., E.6. [1908

1939 Lancia Aprilia, completely overhauled.—Anthony Crook Motors, Town End, Caterham Hill, Surrey. Tel. 466. [1642

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia and Augusta cars; only first class examples are offered; present stock includes 1939 de luxe saloon, 1939 Ghia cabriolet, and 1939 Farina cabriolet.—173, Westbourne Grove, W.11. Bays. 4274. [1302

1939 Lancia Aprilia saloon, immaculately finished in black cellulose with red line, interior upholstered in red leather; Lucas head, side and spot lamp adaptation; engine, steering, independent suspension and rear axle all completely overhauled by specialists within past four months regardless of cost to instruction of enthusiastic owner; Hardy Spicer conversion fitted to rear axle; Telecontrol rear shock absorbers, manual radiator shutters, dash thermometer; twin-tone horns, Ekco radio and many other extras; advertiser will willingly demonstrate this car at 80 m.p.h.; price £675, or exchange considered.—Apply Lt.-Col. Roy F. Andrews, Lansdowne Garage, Ltd., East St. (Opp. L.M.S. station), Leicester. Tel. 58360 [8642

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2593. [0543

CASH immediately for good Lancia.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1556

JOHN S. TRUSCOTT, Ltd., urgently require first class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [1305

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42 Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd. Ealing Rd., Alperton Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc. etc.

LARMAR

LARMAR 1948, Dec., 4-wheel invalid carriage, mileage only 5,000, fitted with 250cc B.S.A. side-valve engine, hand controls, 3 speeds, indicators, hood, cost incl. P.T. £275; is now offered at the bargain price of £150; easy terms if required.—Clarks (Oxford), Ltd., 6, The Plain, Oxford. Tel. 47757. [1766

LA SALLE

1939 La Salle Club coupe, fitted radio, 100% mechanically, perfect appearance, £625; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Tel. 0558, 2619. [9287

£695.—1939/40 La Salle de luxe saloon, steering column gear shift, magnificent vehicle, genuine tiny mileage, speedometer reads 20,000, interior leather looks brand new and actually still smells new, whole vehicle mechanically obviously 100%, this vehicle in America is in the Daimler class, really expensively finished, whole car has the refinement and looks of a £2,000 motor car, smooth, utterly silent, powerful 85mph with ease, petrol consumption tested 15mpg.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1720

LEA-FRANCIS

PHILIP RICKARDS, Ltd., offer:—

1949 Lea-Francis 2-seater saloon, 7,000 miles, B.M.T.A. consent.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1475

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 Lea-Francis 14hp Mk. V streamlined saloon, black, beige leather, H.M.V. radio, heater, one owner, 11,000 miles, B.M.T.A. permission to sell.

1949 Lea-Francis utility, 10,000 miles, one owner, heater, carefully maintained, a very smart and useful vehicle; £950.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station: 12, Wellesley Ave., W.6. Riv. 1413. [1605

1948 Lea-Francis 2-seater sports, metallic grey, red leather, list £1,272; £850.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1326

GORDON CARS (LONDON), Ltd.—1948 Lea-Francis 14hp utility, 15,000 miles, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1340

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores—

12, Wellesley Ave., W.6. Riv. 1413 [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6.

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18 Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: 12 Wellesley Ave. W.6. Riv. 1413 [8370

LINCOLN-ZEPHYR

JOE THOMPSON (MOTORS), Ltd., offers:—

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1382

LLOYD

395 gns.—Lloyd, Sept., 1948, 650 sports roadster, silver grey, red upholstery, latest type aluminium cylinder block, independent suspension, steering column gear change, one careful owner, 9,500 miles, exceptional condition, cost £480; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1698

MERCEDES-BENZ

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

TYPE 290 23hp cabriolet B, right hand steering, blue with pigskin leather upholstery, excellent condition; offers.—Victoria 8715. [5361

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN) Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5105

MERCURY

1948 Ford V.8 Mercury L.H.D. 32.5, 16,163 miles; blue, grey cloth interior; fitted heater, radio; chauffeur maintained; price £1,250.—Tel. after 6 p.m. Beckenham 3837. [1185

M.G.

WARWICK WRIGHT, Ltd., offer:—

1948 M.G. 1¼-litre saloon, duo green, beige leather, 7,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1659

M.G.

WOODBAIN CARS offer:—

£205.—M.G. P-type 8hp open sports 4-seater, in British racing green, extremely smart car with excellent hood and sidescreens, only wants seeing.

£125.—M.G. 12hp foursome coupe, polychromatic silver grey, new tyres, Newton shockers, rewired, exceptionally attractive car.

£120.—M.G. 847cc Double 12 2-seater, in black with green wings, outside exhaust, fold-flat windscreen, huge S.U. carburettor (downdraught), full touring equipment includes hood and sidescreens, 5 really good tyres.

WOODBAIN CARS, M.G. specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [1511

DICKS CAR SALES offer:—

1946 registered M.G. 9hp sports 2-seater, fitted many extras; £295.

1937 M.G. 10hp 2-seater, recent engine overhaul; £325.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [1616

CHARLES RICKARDS, Ltd., the house of standing and repute.

1947 (July) M.G. T.C. 2-seater, black, one owner, faultless condition; £525.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [1225

1937 M.G. 2-seater sports T.A. model, in splendid condition; £295.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [1361

1939 M.G. 2-litre saloon, black, fitted radio, excellent condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6694

1948 M.G. 1¼-litre saloon, supercharged, 8,000 miles, superb condition, maroon and beige.

KEVILL-DAVIES & MARCH, Ltd., 41-42, Hay's Mews, Berkeley Square, W.1. [1375

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

M.G. 2½-litre saloon, good condition; £250.—Simpsons Motors (American car specialists), Wembley 3903. [1411

M.G. 8hp 4-seater, 1935, P.A. model, red, mechanically perfect, very fast.—Mills, Thelnetham, Diss, Norfolk. [1770

WHAT offers!—M.G. Midget M, resprayed, aluminium body, renewed throughout, insured.—Evenings, Guildford 4110. [1745

OCT. ('48) M.G. 1¼ saloon, black, one owner, small mileage, immaculately maintained, full petrol; £975.—Box 2535. [1779

M.G. 1¼-litre saloon, grey/green, 7,000 mls., H.M.V. push-button radio, dual-tone horns, meticulously maintained.—Box 2442. [1254

1946 M.G. Midget T.C. 2-seater, 18,000 miles, black, red leather; £485.—Grove Motors, North Rd., Southall 3477. [9742

1937 (September) M.G. 1½-litre sports tourer, black; £275.—Hillside 4779. Coup. 17, Friern Mt. Drive, Whetstone, N.20. [1915

MAYFAIR GARAGES, Ltd.—1939 T.A. sports 2-seater, black and red, full all-weather equipment, small mileage, exceptional condition throughout; £375.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [1680

WALTER SCOTT, Ltd.—1935 Model M G. P-type 2-seater, black, excellent condition; £245.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8274

1937 M.G. 2-litre saloon, engine rebored, crankshaft reground; £350.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [9604

1947 M.G. T.C. model, black, property garage director, 20,000 miles, immaculate condition throughout, fitted Radiomobile; £560.—Hounslow 1422. [1154

1949 M.G. series T.C., absolutely as new, 6,000 miles only, full petrol coupons, £750.—Apply Mrs. Hammond, 41, Uxbridge Rd., Slough. Tel. Slough 22877. [1733

475 gns.—M.G. Midget, (Nov., 1946) 11hp T.C. 2-seater, green, green leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith. Below.

295 gns.—M.G. Midget 1936 P.B. 2-seater with 8hp P.A. engine, duo-red, red leather, rebored, excellent condition; terms, exchanges.—Rowland Smith, Below.

175 gns.—M.G. Midget (Dec., 1932) 8hp sports 2-seater, red, good tyres, excellent condition; terms, exchanges.—Rowland Smith. Below.

395 gns.—M.G. 1938 2-litre 4-door sports saloon, black, aluminium wheels, sliding head, red leather, carefully used, excellent condition; taxed; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1710

1937 M.G. 2-litre saloon, good condition, recently fully overhauled; price £425 or near offer.—Skinner, Hope Fountain, Portsmouth Rd., Camberley, Surrey. [1155

ROSE & YOUNG, Ltd., offer 1946 M.G. T.C., finished green; £445.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1655

1946 M.G. type T.C., black/red leather, low mileage, in 1950 condition throughout; £550.—Odeon Motors Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [1425

1947 M.G. T.C. excellent condition, choice of two, £535.—Elite Motors & Fogg & Young Amalgamated, 951-961, Garratt Lane, Tooting, S.W.17. Tel. Balham 2474 (4 lines). [9965

115 gns.—1932/3 M.G. 8hp 2-seater sports, recond. engine, good appearance, any trial.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 3117. [8127

M.G.

£395.—May, 1939, M.G. 10hp drop head coupe. Tickford body, original coachwork, very nice example, excellent hood and tyres, fast, snappy acceleration, colour British racing green.
CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. [1529

1949 M.G. 1¼-litre saloon, covenant free Feb. 13, maroon and beige, inbuilt hydraulic jacks, telescopic steering, sunshine roof, 4,000 miles, as new; £995.—Rev. Sheerin, Birkenhead 1074. [9679

M.G. J.4, fitted P.A. engine, close ratio gearbox, 16×5.5 rear tyres, Scintilla mag., twin autopulse petrol pumps, completely rebuilt and first-class condition, exceptional performance, many spares available; £200.—Wilson, Sedgeways, Bosham, Chichester. [1731

1939 M.G. 2-litre de luxe sun saloon, grey, blue hide, completely reconditioned interior, body, chassis, suspension, etc., engine overhauled; bills for £360; perfect condition; £425; seen by appointment.—Write Box 069, Rays, Cecil Court, London, W.C.2. [1749

TANKARD & SMITH, Ltd., offer 1947 M.G. 1¼-litre saloon in black with red leather and black carpets, all as new and unmarked, genuine 17,000 miles, one private owner, fitted radio, demister, etc., a really beautiful little car, £865; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [1217

M.G. Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1565

M.G. T.C. 1946-48 required by private individual (Yorkshire) for cash.—Box 2421. [1176

BY private purchaser, 1¼-litre M.G., first-rate condition, low mileage, Lancashire district.—Box 2441. [1250

URGENTLY required, low mileage 1948-9 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [1603

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

EXCHANGE with cash adjustment 1949 M.G. type T.C. 2-seater, as new, 600 miles only for similar mint condition small saloon of 1¼-litre M.G. or Sunbeam-Talbot class.—Crosby, Neasham, nr. Darlington. [1725

M.G. Spares and Service

THE sole London distributors for M.G. cars.
UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933/46.—Brooks, 85, Queens Rd., Brighton. [0385

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0208

ACE wheel discs, T.B. M.G. complete set five, nearly new; £12. Steering box and rockershaft, used 500 miles; 50/-.—Box 2408. [1156

M.G. replacement side screens (less metal frames) for all T types ex-stock, colours brown and fawn.—William E. Cox, 94, Lea Green Lane, Wythall, Nr. Birmingham. Tel. Wythall 3163. [1917

M.G. spares, vertical drives, rockers, valves, springs, road and steering wheels, chromium tubular luggage grids, aeroscreens, 2-litre M.G. gear box, front and back axles, road wheels and tyres, wings and bumpers.—V. W. Derrington, Ltd., 159, London Rd., Kingston 5621-2. [5151

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.
WRITE or 'phone Toulmin Motors, 21, St. John's Rd., Richmond, Surrey. Richmond 3888. [0349

MORGAN

295 gns.—Morgan 4/4, July, 1938, 10hp sports 2-seater, black, leather upholstery, 2 spare wheels, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1699

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1566

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Rov Ltd. 161, Gt Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS EIGHT

CAR MART, Ltd.

1948 Morris 8 4-door saloon, 700 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1633

JACQUIER, Ltd., offer:—

1939 late Morris 8 4-seater tourer, original condition: £385.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9890

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 8 saloon de luxe, 2,600 miles only; £545.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1540

WEMBLEY COURT MOTORS offer:—

1948 Morris 8 4 door saloon, fitted with radio; this car is indistinguishable from new, inspection and trial invited; £575.—High Rd., Wembley, Arnold 5221-2. [6003

WEMBLEY COURT MOTORS offer:—

1939 Morris 8 saloon, black, in very exceptional condition throughout, open to any trial and inspection; £350.—High Rd. Wembley. Arnold 5221-2. [9075

1946 Morris 8hp de luxe saloon, black with brown leather upholstery, one owner, 17,000 miles.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1371

139 gns.—1936 Morris 8 2-seater, good condition.—Autosnips, 5, Balham High Rd. Balham 1509. [9818

1947 (Oct.) Morris 8hp, 6,000 miles, unscratched; one private owner; £495.—Tel. Euston 5060. [1162

1938 Morris 8, 2-seater, exceptional condition; £245.—Williams, 9, Salisbury Rd., Barnet, Herts. [1159

1937 Morris 8 4-door saloon; £175.—Smith's Car Sales, 70 and 72, Balham High Rd., S.W.12. Tel. Balham 2127. [1810

1938 Morris 8, exceptional condition; £295.—Simpsons Motors (American car specialists), Wembley 3903. [9619

1939 Series E Morris 8, excellent condition, one owner, bargain; £300.—The Ferns, Southlands, Stone, Staffs. [1251

1946 Morris 8 saloon, one owner, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [1017

1938 Morris 8hp 4-door saloon, excellent condition; £275.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 & 182. [1143

1938 Morris 8 2-seater, very sound throughout; £240; see page 30.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312 [1403

CONWAY MOTORS.—£159, 1935 Morris 8 saloon, sun roof, new engine fitted 7,000 miles ago, good tyres, nice condition; exchanges, deferred.—301, Goldhawk Rd., W.12. [1903

1948 Morris 8 4-door saloon, green with brown hide upholstery, 7,000 miles; £565.—Steele Griffiths & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. [1670

MORRIS 8 saloon, 1948, one owner, low mileage, dark green, upholstery hide, several useful extras; £585. Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1485

1936 8hp sun roof saloon, black and red, original condition, 10,000 miles.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1488

1936-7 Morris 8 de luxe saloon, only 2 owners, low mileage, a specially superb car throughout, taxed year; £210.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [1504

1946 (late) Morris 8 saloon, low mileage, beautiful condition.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8 [1405

MORRIS 1948 8hp de luxe saloon, black, brown, reasonable low milage, one owner; two of these prices, £540 and £565.—Enquiries to Godfrey Houghton, Ltd., Citroen Distributors, Chester. Tel. 2706 Chester. [9718

180 gns.!!!—1937 Morris 8hp 2-door saloon, black and red, good tyres, red leather; any trial; terms and exchanges.—Douglas Car Sales, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Sta. 7352. [1737

MORRIS 8 saloon, 1948, 541 miles only black with brown upholstery, faultless and unblemished guarantee, 599gns.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1486

245 gns.—Morris 8 1937 model tourer, green and black, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1700

£345.—Morris 8 1939 4-dr. sln., cellulose as new, chrome perfect, exceptional performance; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [1206

TANKARD & SMITH, Ltd., offer 1948 Morris 8 4-door saloon, in black with brown leather upholstery, speedometer reading 10,045 miles, which is believed to be quite genuine, specimen car throughout, £595; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [1220

Morris Eight Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

WANTED, pre-war Morris 8 saloon.—Smith, 26, Chester Mews, S.W.1. Hen. 3529. [9675

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

CAR MART, Ltd.

1948 Morris 10 saloon, 5,000 miles £745.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1634

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 10hp saloon, 11,000 miles; £695.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1541

PHILIP RICKARDS, Ltd., offer:—

1948 Morris 10 saloon, 3,900 miles, one owner, as new.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [1472

WEMBLEY COURT MOTORS offer:—

1938 Morris 10 saloon, maroon, completely reconditioned throughout, recellulosed, in really superb condition; £325.—High Rd., Wembley. Arnold 5221-2. [6001

1939 Morris 10hp saloon, well maintained chassis, excellent coachwork; £355.
HILLINGDON MOTORS, 325-7, Long Lane Western Ave., Hillingdon. Tel. Uxbridge 412. [1362

MORRIS 10 saloon, 1948, 12,000 miles one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1487

1937 Morris 10 de luxe saloon, really beautiful condition throughout, mechanically perfect, good tyres, taxed, only wants seeing; £260.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [1505

1947 Morris 10 4-door saloon, finished black, one owner, 13,000 miles, in excellent and original condition, fully guaranteed; £590.—Steele Griffiths & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. [1669

TANKARD & SMITH, Ltd., offer 1948 Morris 10 saloon, in dark green with brown leather, one private owner since new, genuine 10,500 miles, unmarked and in showroom condition throughout, £725; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [1221

Morris Ten Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212 [0968

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041. [0977

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0657

RAYMOND WAY, the hire-purchase specialists are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

1939 Morris 12hp saloon, in immaculate condition; £375.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [1833A

1939 Morris 12, good condition coachwork and mechanically; £315.—Simpsons Motors (American car specialists), Wembley 3903. [1412

125 gns.—Morris 12, 1936, Series II de luxe 4-door saloon, black, sliding head, maroon leather; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1717

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s, and have unlimited cash available.—Canterbury Rd. Kilburn, N.W.6 Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

£168.—Genuine 1937 Morris 14 de luxe saloon, blue, black, easy cleans, taxed, definitely unrepeatable.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1892

265 gns.—Morris 14 1937 Series II 4-door saloon, black, red upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1701

MORRIS SIXTEEN

WEMBLEY COURT MOTORS offer:—

1936 Morris 16 saloon, blue and black, in splendid condition throughout, any trial; bargain, £225.—High Rd., Wembley. Arnold 5221-2. [6002

MORRIS OXFORD

TOM GARNER, Ltd., offer:—

1949 Series Morris Oxford saloon, green with beige leather, 2,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1240

H. A. SAUNDERS, Ltd., offer:—

1948 Morris Oxford 13.4 saloon, radio, heater; £665.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1542

500 miles.—1949 Morris Oxford saloon.—British & Colonial Motors, Ltd. Upper St. Martin's Lane, W.C.2. Tem. 3588. [3546

MORRIS MISCELLANEOUS

£570 —1948 Morris 8 2-door de luxe saloon, 5,000 miles, absolutely as new, one owner.—Below.

£695 —1948 Morris 10 saloon green with brown interior, indistinguishable from new, chauffeur maintained.—Robbins, East Putney. Tel. 4581. [1004

JARVIS & SONS, Ltd., offer: 1948 Morris 10 de luxe, low mileage, £695; also 1947 (November), £625; also 1946 (November) Morris 8 4-door, good tyres, £495. —Morris House, Morden Rd., S.W.19. Liberty 4858 [7651

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.— 196, King's Rd., S.W.3. Tel. Flax. 4601-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

GATEHOUSE MOTORS are regular buyers of good clean Morris cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1421

CASH immediately for good Morris.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1567

SELL your Morris to us, good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6572

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CHARLES RICKARDS, Ltd., wish to purchase good used Morris cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [1234

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Morrises, all models.—Popesgrove 1035. [1593

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1932

Morris Spares and Service

FOR Morris mudguards, running boards, 1930/46.—Brooks, 85, Queens Rd., Brighton. [0384

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Morris owners. —Mayfair 5242. [0869

NASH

1947 —48 Nash 600 Brougham saloon, genuine post-war American car, immaculate condition, low mileage, fitted radio.—Simpsons Motors (American car specialists), Wembley 3903. [1407

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0113

1948 Oldsmobile right-hand drive saloon, 11,000 miles; £2,050.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [9743

Opel Cars Wanted

BRAY MOTORS purchase Opel and other makes.—180, West End Lane, N.W.6. Ham. 6490. [1574

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237 Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

REPAIRS, spares, engine, front suspension etc.; exchange service.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0243

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160 [4477

PACKARD

CAR MART, Ltd.

1939 Packard Super 8 7-seater limousine, 5,000 miles; £1,795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1635

JOE THOMPSON (MOTORS), Ltd., offers:—

1939 sedanca de ville 32.5 hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S. Kensington (next to Michelins). Ken. 4858. [7371

1939 Packard limousine, 42,000 miles, practically as new.

1938 Packard 5-passenger saloon, exceptional condition.

1936 Packard limousine privately owned, exceptional condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7389

1939 Packard 8 foursome drop head coupe, laid up 4 years, perfect, privately owned.—Apply Leigh-on-Sea 78208 [8471

LATE 1937 Packard 8 limousine, small mileage, immaculate; £700.—Mears Motors, The White Swan, Bottisham. Tel. 259. [1025

1937 Packard 8-cylinder saloon; £590.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1515

1936 Packard Super 8 limousine, one owner; £690. —L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1516

1937 Packard Super 8 7-seater limousine, black; £795.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [1880

PACKARD

1937 Packard 8 saloon, in excellent condition; £275.—Albemarle Motors, Ltd., Crown Garage, Albany St (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. [5226

CENTRAL GARAGE, Croydon, offer 1938 Packard 120 drop head coupe, black, fawn hide upholstery, fitted P100 head lamps, demisters, radio; £585.—Central Garage. Tel. Croydon 7464. [5064

57 hp V.12 1938 Packard saloon, with division, late property of famous nobleman only run 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9547

PACKARD 1935 7-seater limousine, one private owner, maintained Packard agents throughout; lovelest Packard, perfect; small mileage, any examination or test, near Croydon; showroom condition; no dealers; offers.—Box 2481. [1844

1947 Genuine Packard Clipper saloon de luxe, L.H.D., light blue, fitted radio, 13,000 miles only; this car is immaculate, fitted loose covers, open to any trial or inspection; would consider part exchange. —Thresh, 4, Burgate, Blackpool. Tel. 41107. [1755

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1557

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [1437

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9854

LEONARD WILLIAMS & Co. (1940), Ltd. (sole concessionaires), require good, low-mileage Packard cars.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

1939 Packard Super 8 seven-seater limousine urgently wanted, must be low mileage and privately owned, not ex-Government.—Baldwin, 691, Dunstable Rd., Luton. [1768

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

PEUGEOT

R. S. CURRIE & Co., Ltd., offer 1939 Peugeot saloon 17hp, finished in blue, cloth interior, loose covers fitted, good condition; £400.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [1622

PONTIAC

1939 Pontiac 6 saloon, 36,000 miles, excellent condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9548

1939 Pontiac drop head coupe, maroon, steering column gear change, bargain; £375.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. [5225

1947 Pontiac saloon de luxe, L.H.D., 14,000 miles, black, fitted radio, heater, nylon covers and many extras, in showrom condition, any trial; part exchange considered.—Thresh, 4, Burgate, Blackpool. Tel. 41107. [1754

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

6 C Maserati single-seater supercharged 1½-litre Grand Prix car in exceptional condition; completely overhauled and just ready to race, together with a vast number of spares, wheels, etc.—Box 2489. [1852

EXCELLENT opportunity to obtain 500cc racing car at reasonable prices; 1948 Marwyn with '49 mods., 5-stud Speedway J.A.P., just rebuilt by works; 42bhp 4-speed Burman alloy wheels 15in Dunlops; complete range of sprockets; Dunlopillo upholstery; Shelsley 47sec; £275 or exchange small sports car.—Sparrowe, Northbourne 303, Bournemouth. [1921

Racing Cars Wanted

E.R.A. B-type single-seater 1½-litre Grand Prix car. —Box 2490. [1853

RAILTON

CHARLES RICKARDS, Ltd., the house of standing and repute.

1935 Railton 30hp sports 4-seater tourer, complete overhaul; £350.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [1227

265 gns.—Railton, Oct., 1936, 29hp straight 8 foursome drop head coupe, black, grey leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Railton 1937 model 29hp straight 8 Cobham 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1702

1947-1934 28hp saloons and coupes, free replacements; fair prices; square dealing; overhauls, painting, test repairs; exchanges, purchases, easy terms. —Guaranteed Cars (proprietor Major J. P. S. Barber), 65 Linden Gdns., W.2. Bayswater 6753. Works: Brixton 1652. [5814

1935 Railton drop head foursome coupe, immaculate condition, mechanically perfect, coachwork perfect, exceptional car, fitted radio, spotlight and other extras; car that really has to be seen to be appreciated; £335.—Simpson's Motors, American Car Specialists. Tel. Wembley 3903 [8137

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

245 gns.—Renault 12 1939 model 4-door touring saloon, black, sliding head, green leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

295 gns.—Renault 8 1939 saloon, black, fawn leather, good tyres, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [1703

RENAULT

RENAULT.—The following cars with others carry our usual guarantee service. Established 1909:—

RENAULT 26hp 1939 big six-seater saloon; £395.

RENAULT 12.1 1939 5-str. saloon, wireless, taxed; £325.

RENAULT 8.3 1939 saloon de luxe, as new; £310.

RENAULT 13.9 1935 saloon de luxe, taxed; £125.

WELHAMS Renault Sales Service, Burbiton Hill Rd., Surbiton. Elmbridge 1873. [0128

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0127

RILEY

NEWNHAMS, Ltd.

1949 2½-litre Riley saloon, black, radio.

235—7—9, Hammersmith Rd., London, W.6. Riverside 4646. [9510

BROWN'S for Rileys.

1947 (November) Riley 1½-litre sports saloon, immaculate condition; £895.—Brown's Garage, Loughton (Essex) 4119. (Tube). [9208

BROWN'S for Rileys.

1947 (November) Riley 1½-litre sports saloon, immaculate condition; £895.

1940 Riley 1½-litre sports saloon, black, in immaculate condition; £585.—Brown's Garage, Loughton (Essex) 4119 (Tube). [1380

TOM GARNER, Ltd., offer:—

1947 (Dec) Riley 1½-litre saloon, black with brown leather, 6,000 miles only.

1948 Riley 2½-litre saloon, green with brown leather, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1241

GLANFIELD LAWRENCE offers

1938 Riley saloon, black, just been resprayed; £385.—407, High Rd., N.12. Finchley 0091. [7671

PHILIP RICKARDS, Ltd., offer:—

1949 Riley 2½-litre Utility, mileage 700.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [1470

1947 Riley 2½-litre, 8,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1352

WARWICK WRIGHT, Ltd., offer:—

1948 Riley 2½-litre saloon, black fawn cloth, 7,000 miles; £1,495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1640

1938 Riley Kestrel 12hp saloon, reconditioned engine recently fitted; £425.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [1345

SUSSEX specialists for reconditioned Riley cars; repairs, spares.—Lewes Motors, Ltd., Lewes.

GORDON CARS (LONDON), Ltd.—1948-9 Riley 2½-litre saloon, green, 5,000 miles only, as new.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre saloon, black-fawn cloth, specimen car.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre saloon, green, immaculate condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 (Dec.) Riley 1½-litre saloon, black-brown leather, exceptional.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1341

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

1948 1½-litre saloon, black, mileage 10,000, as new; £975.—Atkinson, Lee Green 1647. [1881

1939 Riley 12 saloon, guaranteed; £375; payments. —Vaughan, 17, Astwood Mews, S.W.7. Fre. 1319. [1816

1937 model Riley 9 saloon, £325, or 30 monthly instalments of £13/2/2.—Cooden Eng. Co., Bexhill. Cooden 600. [9416

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1946 1½-litre saloon, £750; 1933 Ascot 9 drop head, £130; 1933 Gamecock, £180; 1931 Riley 9 4-seater, £110; 1928 Mark III tourer, £55; 1931 Monaco 9, £65; exchanges, terms, all spares stocked. [1888

RILEY 2½-litre saloon, registered Dec. 1946, black and red leather, fitted radio, a good sound fast car; accept £875, instalments.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9698

1938 Riley 16hp 4-cylinder Adelphi saloon, black with beige leather, overdrive and radio, 5,000 miles since engine overhaul; £525.

1947 Riley 1½-litre saloon, black with red leather, one owner, as new; £895.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [1581

7000 miles.—1949 (Jan.) Riley 2½-litre saloon, black, brown leather; trade enquiries only, please.—Ernest Sutton, Cleeve Hill (Glos) 95. [1509

1938 Riley 6-light saloon, 2½-litre one owner, good condition, exceptional value; £395.—Jennens Bros. Motors, Ltd. Sutton Coldfield. [8725

1937 Riley Adelphi 14hp black saloon just overhauled, in splendid condition.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [1016

1946 1½-litre Riley in perfect condition, reasonable mileage, equipped with automatic upper cylinder lubricator, radio and good tyres; best offer.—Box 2309. [9460

RILEY

PRIVATE owner has 1948 Riley 2½, grey, low mileage, H.M.V. radio, for sale; 1,000gns or 1940 Buick taken in part exchange.—Williams, 42, Harold Road, S.E.19. Liv. 3173 [1260

195 gns.—Riley 9 1933 twin-carburettor special foursome drop head coupe, black, green leather, new hood, very good condition, taxed; terms, exchanges. —Rowland Smith, below.

175 gns.—Riley 14 1933 Kestrel 4-door saloon, black, red wheels, sliding head, leather upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead, (Hampstead Tube). Hampstead 6041. [1704

250 miles only.—1949 Riley 2½-litre saloon, black, brown leather, heater, etc., as brand new.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [9611

ROSE & YOUNG, Ltd., offer 1947 Riley 1½-litre saloon, radio, 18,000 miles only; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [1653

250 gns.! ! !—1936 1½-litre Kestrel Sprite Riley, 4-seater, drop head, body by Maltby, black, brown leather; an outstanding motor car.—Douglas Car Sales, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Sta. 7352. [1738

1948 Series Riley 1½-litre saloon (original registration Dec., 1947, chassis No. 13978), 8,000 miles only, one private owner, finished black, brown leather upholstery, unused spare, absolutely as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1865

RILEY 1948 2½-litre saloon de luxe, black with fawn cloth, one owner, special front seats, radio, mileage 10,000 mechanical condition, cellulose, etc., excellent; £1,250, or near offer.—Enquiries to Godfrey Houghton, Ltd., Citroen Distributors, Chester. Tel. 2706 Chester. [9720

TANKARD & SMITH, Ltd., offer 1946 Riley 1½-litre saloon in black with brown leather, believed to be genuine 15,000 miles only, really exceptional condition, £775; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [1216

1948 (Sept.) Riley 1½-litre saloon, in cream with all green leather, 4,900 miles only, as brand new, £1,050; 1947 (Nov.) Riley 1½-litre saloon black with all red leather, genuine 9,000 miles, as new, £945; 1947 (April) Riley 2½-litre saloon, black with all green leather, 12,000 miles, as new, £1,060.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [1599

Riley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

PERFORMANCE CARS, 21 Daleham Mews, N.W.3. Hampstead 8707. Any type, year, condition. [9140

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

RILEY vintage model, similar wanted "would-be enthusiast"; bodywork immaterial, sound mechanically, cheap; all letters answered.—Box 2482. [1845

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PERFORMANCE CARS, 21, Daleham Mews, N.W.3 (Ham. 8707).—Service, spares, repairs tuning. [9451

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

PRESELECTOR gear box service, recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0781

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. [8560

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Riley owners. —Mayfair 5242. [0871

ROLLS-ROYCE

HEARSES 1950 Silver Wraith 5-door Bearer also 3-door Deck, exclusive designs—also Phantom III and 25/30hp 6-bearer also Decks—1950 streamlined Coachwork, lavishly equipped, inexpensive—details:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1462

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OWEN, Ltd.,

LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

ROLLS-ROYCE Silver Wraith razor-edge sports saloon by Freestone and Webb; ref. H.3511.

ROLLS-ROYCE 25/30 Sedanca de Ville by Gurney Nutting; ref. H.3872.

ROLLS-ROYCE 20/25 saloon with division by Cockshoot; ref. H.1528.

ROLLS-ROYCE 20/25 sports saloon by Mann Egerton; ref. H.2347.

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ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley Sq., London, W.1. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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OFFMANN'S, of Halifax

MEANS cars of distinction.

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ROLLS-ROYCE Phantom II drop-head coupe by All-weather Motor Bodies; ref. H.1530.

ROLLS-ROYCE 25/30 drop-head coupe by Park Ward; ref. H.3131.

ROLLS-ROYCE 20/25 saloon by Park Ward; ref. H.2874.

ROLLS-ROYCE 20/25 limousine by Park Ward; ref. H.3918.

ROLLS-ROYCE 20/25 sports saloon by Mann Egerton; ref. H.2347.

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NORTHERN Rolls-Royce specialists since 1905.

1938 Phantom III Hooper 4-light sports limousine, indistinguishable from new.

1937 Phantom III special limousine by Rippon, swivelling occasional chairs, 18,000 miles only.

1937 30hp touring limousine by Rippon, drop division, immaculate condition, 25,000 miles only.

1936 Mulliner 4-door sports saloon, black with brown leather upholstery.

1935 25.3hp 7-seater limousine by Rippon, face forward occasional chairs, small mileage.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0905

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PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London, S.W.7. Kensington 0477. [0097

J. MARSHALL offers:

1934 del. Rolls-Royce 20/25 enclosed drive limousine, face forward, by Park Ward, engine, kingpins and brakes overhauled; unrepeatable at £750.

1928 Rolls-Royce 20/22 owner-driver 4-light saloon by Connaught, £200 Rolls-Royce overhaul; £350.

20/25 Rolls-Royce enclosed drive limousine, face forward by Thrupp and Maberly original and immaculate; £595.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [7660

J. H. BARTLETT offers:—

ROLLS-ROYCE (reg. 1937) 25hp Freestone & Webb sports saloon, speedometer, 18,000 miles only.

ROLLS-ROYCE 1934 25hp Park Ward saloon; £950.

ROLLS-ROYCE 1932-3 25hp saloon, exceptional condition; £675.—27a, Pembridge Villas, W.11. [9187

MASCOT MOTORS, Ltd., offer the following:—

1936 25hp Windover limousine, one private owner.

1934 25hp T. & M. sports saloon.

1932 25hp T. & M. sports saloon.

1930 Barker sports saloon.

1929 20hp Windover drop head foursome coupe.

1928 20hp Park Ward 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [1395

ROLLS-ROYCE

C
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CAR MART, Ltd.

1938 Rolls-Royce 25/30hp 7-seater limousine by Thrupp & Maberly, 21,000 miles; £1,975.

1936 Rolls-Royce 25/30hp 7-passenger limousine by Windover, 40,000 miles; £1,525.

1934 Rolls-Royce 20/25hp sedanca limousine by H. J. Mulliner, radio; £825.

1937 Rolls-Royce Phantom III sedanca limousine by Gurney Nutting, 15,000 miles; £1,575.

1937 Rolls-Royce 25/30hp saloon by H. J. Mulliner, 41,000 miles; £1,975.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1636

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

SILVER WRAITH owner-driver saloon by Park Ward, finished black with maroon leather upholstery, small mileage, first registered 1948.

PHANTOM III saloon with division by H. J. Mulliner, with face-sideway seats, black with grey leather upholstery, first registered 1937.

PHANTOM III owner-driver razor-edged sports saloon with division by H. J. Mulliner, finished black with blue leather to front and grey cloth to rear, mileage 38,000, all modifications carried out, first registered Oct., 1937.

WRAITH semi-razor-edged sports saloon by Park Ward, finished black with blue leather upholstery, first registered 1941.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [1477

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1933 (May) 20-25 Rolls-Royce, chassis No. GDX 27, fitted with owner-driver saloon body by H. J. Mulliner, black and maroon upholstery, excellent mechanical condition, 92,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1430

GEORGE NEWMAN & Co. offer:—

1935 Rolls-Royce 20-25hp Park Ward swept back 7-seater limousine, in excellent condition throughout, small mileage; £1,400.

1934 Rolls-Royce Phantom II short chassis foursome drop head coupe, riding control radio, excellent condition; £850.

ANY trial and examination at:—

369, Euston Rd., London, N.W.1. Tel. Museum 4466. [1332

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer the following Rolls-Royces:—

1937 25/30 sports saloon.

1935 20/25 sports saloon.

1931 20/25 7-seater limousine.

THESE can be seen and tried at 47, Sloane St., S.W.1. [9814

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

1947 Silver Wraith sedanca de ville, by H. J. Mulliner, black and grey, one owner, mileage 14,950, car in superb condition, chauffeur maintained and passed by Rolls-Royce; £4,500; trade enquiries invited.

18, Berkeley St., W.1. May. 6266

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413.

ARCHIE SIMONS & Co., Ltd.—1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout; £1,495.

1937 Rolls-Royce 7-passenger limousine by Hooper, swept tail; £1,850.—94, Gt. Portland St., W.1. Lan. 1343. [1202

1938 Rolls-Royce saloon, Windover, 25-30, immaculate, genuine 18,000 miles; near London.—Box 2520. [1906

1939 Replica owner-driver saloon on 1933 25hp chassis, extremely modern appearance, exceptionally good chassis; £1,275.

1937 Phantom III chassis only, 25,000 miles only, taxed £10; £870.

PHANTOM I 40-50 Hooper limousine, face-forward seats, very clean inside and out, smart and imposing car, ideal for undertaker or private hire; £240.

ALL above guaranteed 12 months.

COMPTON, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [8502

ROLLS-ROYCE 20-25 fixed head coupe by Park Ward, very moderate mileage, exceptional condition and mpg, taxed year; £1,050.—Box 2407. [1152

1934 Rolls-Royce 20-25 limousine by Barker; £1,295.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9549

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [3863

WRAITH 1939 Hooper partitioned 30hp Deluxe Limousine, electric partition, widest occasionals, six wheels, discs, mileage negligible, delightful condition, black. Below.

SPORTSALOON (£10 tax) Magnificent Phantom III owner-driver, partition, capacious boot, most desirable Hooper Coachwork produced, unquestionable condition. £1640. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1463

1934 Rolls-Royce 25hp Park Ward saloon, paintwork and upholstery perfect, mileage 35,000. —R. Hardy & Son, 55 Marylebone High St., W.1. Tel. Welbeck 1101-3. [7341

£1250.—Rolls-Royce 1936 25hp sports saloon, Vanden Plas body owner-driver, 59,000 miles, almost as new throughout; terms and exchanges.

COACHCRAFT Elm Rd., Evesham. Tel. 6539. [1793

ROLLS-ROYCE

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock list of used models on request to St. George St., Hanover Sq., London, W.1.

12-13 Tel. Mayfair 7444. [0065

1939 Rolls-Royce Wraith 7-passenger limousine by Park Ward, 16,000 miles only, condition as new throughout; available immediately.—Grose, Ltd., Northampton. Tel. 2111. [5817

1937 (late) 30hp Rolls 7-passenger sedanca de ville by Windover, genuine 38,000 miles, perfect throughout; £1,575.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9282

ROLLS-ROYCE Phantom III full 7-seater Hooper limousine, £10 tax, complete overhaul, superb condition; £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [9612

LIMOUSINES, 1933-1939, 20/25hp and 25/30hp, roomy 7-seaters, small mileages, from 1,000gns; exchanges, hire purchase.—Lawton-Goodman, 36 North Audley St., W.1. Mayfair 3360. [8217

ROLLS-ROYCE Silver Wraith limousine by Park Ward, 4,800 miles, just out of covenant, cost £6,400; offers.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1709, 1353. [6327

1935 20/25 Rolls-Royce streamlined Barker 7-seater limousine, black, large face forward seats, one private owner; superlative order.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [2847

1935 Rolls-Royce 25hp fitted with Thrupp & Maberly 4-door sports saloon the whole car immaculate condition throughout; £1,400; exchanges.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [1082

25hp very modern 4-door sports saloon by Thrupp & Maberly, sweeping rear locker, £400 R.R. overhaul, black/grey, radio, P100 lamps, perfect specimen; £925.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [1765

1930 (Sept.) Phantom II Rolls-Royce 7-seater landaulette by Hooper. 2 owners since new good original condition; £550 or near offer.—K L M Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel Uplands 4841. [6850

1937 Rolls-Royce Phantom III with Mulliner sports saloon with division and extra seat, car of outstanding appearance and condition, winner of numerous concours.—For further particulars apply Grose, Ltd., Northampton. Tel. 2111. [5818

ROLLS-ROYCE 25hp Barker limousine, face forward occasionals, swept tail, discs, pass light, twin windtone horns, wireless, defroster, winding division, leather front, cloth rear, mileage 36,000 privately owned, an outstanding example of a superbly immaculate carriage; £1,075.—Criddle, Greenacre, Windsor 1611. [1112

ROLLS-ROYCE 1935 owner-driver 25hp sports saloon, 23,000 miles, first registered 1949, taxed £10, the condition of this car is guaranteed to be perfect throughout including tyres, fitted heater, radio set; price £1,450, owner will accept smaller car in part exchange.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227 [1081

A & S Offer Britain's finest selection Rolls-Royce Limousines.

£745 Limousine 1933/25hp Hooper, partition, forward occasionals, leather, private, black, immaculate, ready service.

£895 Limousine 1934/25hp Barker, Windover, partition, 7-forward, black, selected carriages, privately owned.

LIMOUSINES 1935/25hp (ride control) Hooper, Ripon, partition, bench occasionals, black, irreproachable condition. £1190.

LIMOUSINES 1936/25hp Barker, partition, wide occasionals, superb, black, swept-tail, private. £1265.

LIMOUSINES 1936/30hp Barker, Hooper, partition, 7-forward, exceptional private carriages, from £1385.

LIMOUSINES 1937/1938 Windover, Hooper, (30hp) 7-forward, partition, black, immaculate, magnificent carriages. £1490.

WRAITH 1939 Hooper partitioned 30hp deluxe Limousine, electric partition, widest occasionals, black, six wheels, discs, mileage negligible, delightful condition, lavishly equipped.

PHANTOM II Limousines 1934/1935 Hooper, Barker, Windover, black, bench occasionals, immaculate carriages, genuine low mileages.

PHANTOM III Partitioned 1937 Barker swept back Limousines, widest forward occasionals, genuine 27,000, unquestionable condition. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce. 23 selected Limousines displayed, descriptions posted. Seen:— Providence Court, Grosvenor Square. 2941-Mayfair. [1461

Rolls-Royce Cars Wanted

SOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17 Berkeley St. W.1. Tel. Mayfair 2933. Head Office. Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMT HE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [5759

A & S require modern Phantom II also Phantom III Limousines and Saloons.

A & S interested purchasers 1935/27/39 partition-less-25hp Saloons with boot, also 7-passenger Limousines 1932-1939. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1445

Rolls-Royce Cars Wanted

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984

1937/1938 owner driver Saloon urgently required—details and cost please. Bryan, 2 Providence Court, W.1. [1444

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lib. 3362. [7457

WANTED, 1932-3-4 25hp Rolls-Royce sports saloon; send full details to.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [1621

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to purchase good late model Rolls-Royce.—Huddersfield 6340 (5 lines).

THE BASINGSTOKE MOTOR Co., Ltd., wish to purchase 20hp Rolls-Royce with F.W.B. and early 20-25 models, cars with open coachwork particularly wanted.—By-pass Rd., Basingstoke. [9731

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailer and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [8364

WANTED, 1947-48 Rolls-Royce Silver Wraith, preferably with H. J. Mulliner owner driver type sports saloon body, without division, by private purchaser; please give full particulars and price required.—Box 2423. [1192

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service.—The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [0623

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8368

JACK OLDING, of Mayfair, have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Rolls-Royce and Bentley owners.—Mayfair 5242. [0866

ROVER 10

1938 Rover 10 saloon, excellent condition throughout; £345.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [1170

195gns.—Rover 10 1936 4-door saloon, grey, blue leather, good tyres; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1711

1946 Rover 10 sunshine saloon, coachwork and interior excellent, mechanical condition perfect, carefully driven by one driver only.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [8902

£325.—Rover 10 saloon, registered 1937, black, bodywork perfect, mechanical condition 100%; a very attractive car for the enthusiast that appreciates a vehicle which is out of the ordinary class of 10hp cars.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [1367

ROVER 12

J. DAVY offers:—

DECEMBER (1946) Rover 12, black with brown leather upholstery, one owner, carefully maintained, in superb condition; £1,050.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1041

TOM GARNER, Ltd., offer:—

1947 (Dec) Rover 12hp saloon, grey with blue leather, 10,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1242

£325.—1938 Rover 12 saloon, black, green leather interior, good tyres, etc.; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [1870

ROVER 12 saloon (July, 1946), 16,000 miles, black, brown hide, loose covers; Rover executive's car; mechanically faultless; unblemished coachwork; perfect car; £900.—37, St. Helens Road, Solihull, Warks. [1261

£525.—1938 Rover 12 sports saloon, superb specimen car in guaranteed condition and externally unmarked; exchanges, terms.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station.) Ambassador 1061-2. [1287

ROVER 12 tourer, first registered Feb. 1948, green, with green leather upholstery, disappearing hood, tonneau cover (mohair), one owner only, sold and serviced by us, genuine mileage 20,000; £850.—H. J. Croft, Ltd., Highgate, Kendal. Tel. 188. [1753

TANKARD & SMITH, Ltd., offer 1938 Rover 12 saloon, in black with green leather, exceptionally clean car, in excellent mechanical condition, £465; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [1218

895gns.—Rover 12 1947 (reg. Feb., 1948) Continental Sports Tourer, grey, blue leather, concealed hood, unworn tyres, very carefully used, exceptional condition; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1712

NAYLOR & ROOT, Ltd., 1946 Rover 12 saloon, black, brown hide upholstery, low mileage, immaculate condition throughout, well recommended, £795; three months' guarantee; choice of 250 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [1586

ROVER 12

JACK ROSE, Ltd., offer 1947 Rover 12, absolutely unmarked inside and out, one owner, very low mileage; £1,075.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8876

1934 (late) Rover 12 6-light saloon, resprayed black/platignum grey, brown leather throughout, rebuilt engine fitted 2,000 miles ago, new exhaust system and differential also fitted, all springs reset and rear shock-absorbers reconditioned, fitted Rover freewheel, a very economical car giving 35-38mpg and oil negligible; £200.

GLANVILE Garage, 30-32, Berrow Rd., Burnham-on-Sea, Somerset. Tel. 75. [1432

ROVER 14

BROWNS for Rovers.

1939 Rover 14hp saloon de luxe, pressed steel wheels, immaculate condition throughout; £595; 3 months' guarantee.—Browns Garage, Loughton (Essex) 4119 (Tube).

1939 Rover 14 saloon, in perfect condition; £485.—Herbert & Mills, Church Rd., Ashford, Middx Tel. 2960. [8546

1936 Rover 14 grey sports saloon, good condition; £250.—Piggott, Wolmer Wood, Marlow Common. Marlow 223. [1738

1939 Rover 14 saloon, in very nice condition, reconditioned engine; £585.—Gordon Wooderson 48a, Drewstead Rd., S.W.16. Streatham 8638. [9663

1938 Rover 14 de luxe saloon, colour black with green hide upholstery; a bargain at £350.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [1506

£225.—Rover 14 saloon, finished in maroon with red leather interior, sound car.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [9691

1936 Rover 14 saloon, black/brown leather, recent mechanical overhaul, sound order; £235.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [1437

1946 (October) Rover 14 4-light sports saloon, finished black, brown leather upholstery, 10,000 miles only, many extras, absolutely as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1862

1937 April Rover 14hp Sportsmans saloon, four doors, finished in the original and superb Rover black, with brown leather interior and brown carpets to match, all of which are perfect, tyres as new, battery brand new, engine not yet run in after complete overhaul by Burtonwood, at cost of £120; this car is perfect in every detail and has been maintained in 100% condition by Rover enthusiast, a car that will not fail to satisfy the most discriminating owner, taxed, any examination, 200 miles trial, delivery arranged, photograph to genuine enquiries; £375.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [1759

ROVER 16

J. DAVY offers:—

ROVER 16 6-light saloon, 1947, as new, 12,000 miles; £1,295; October, 1946) 16 sports saloon, black with brown leather upholstery, 18,000 miles, H.M.V. radio, £1,095.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1394

1938 Rover 16hp saloon de luxe, black with brown leather, immaculate; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [1581

1938 Rover 16hp sports saloon, black with green interior, exceptional condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6695

6300 miles.—1947 (July) Rover 16hp sports saloon, grey, blue leather, one owner.—Below.

19000 miles.—1947 (Feb.) Rover 16hp saloon, black, brown leather, radio; trade enquiries only, please.—Ernest Sutton, Cleeve Hill (Glos) 95. [1500

1938 Rover 16 de luxe saloon, guaranteed; £435; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [1466

ROVER 20

1938 Rover 20 sportsman's saloon, one owner, guaranteed; £465; payments.—Oldfield 4, Russell Gdns. Mews, Kensington. Park 7780. [1465

ROVER 60 & 75

WARWICK WRIGHT, Ltd., offer:—

1949 Rover 75 sports saloon, black, suede green leather, 6,000 miles; £1,545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1668

1949 Rover 75 6-light saloon, mileage 6,000; £1,525.

1948 Rover 75 6-light saloon, mileage 4,000; £1,495; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0621-2. [1158

1948 75 Rover 6-light saloon, 9,000 miles, H.M.V. radio; £1,475.—Gavin Fairfax, Ltd., Virginia Water. Wentworth 3154. [1641

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Rover 75 saloon, maroon, 4,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [1346

ROVER 75, 1949, black saloon, in perfect condition, 13,000 miles; £1,400, or near offer.—Robinson, Grimms Hill, Gt. Missenden, Bucks. Tel. Gt. Missenden 24. [1735

1948 (Aug.) Rover 60 4-light sports saloon, 6,000 miles only, finished black, green leather upholstery; a genuine privately owned car in immaculate condition; trade enquiries welcomed.

1948 Rover 75 6-light saloon, finished green with green leather upholstery, 14,000 miles only, fitted built-in H.M.V. radio, taxed; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1860

1948 (September), Rover 75 4-light sports saloon, finished black, grey leather upholstery, 8,000 miles only, spare unused, a really immaculate car throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1861

ROVER 60 & 75

1949 Rover 75 (Feb.) six-light, black, mileage 8,000, indistinguishable from new; £1,465.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4865. [1804

1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156

1949 Rover 75 6-light saloon, finished in black with maroon leather upholstery, mileage approx. 6,900; £1,525.—Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [1480

1948 Rover 75 16hp, a beautiful car in brand new condition throughout, 9,000 miles only, immaculate black cellulose and interior luxuriously upholstered in best quality leather, perfectly maintained and chauffeur driven; £1,450.—Carr Bros. Garages, Ltd., Purley. Uplands 4812. [1762

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029

CAMDEN MOTORS.—Rover 10hp saloon, 1934 good runner, sound chassis; bargain, £150.

CAMDEN MOTORS.—Rover 10hp saloon, 1936-7, late property of London engineer, carefully maintained regardless of expense, finished black, brown leather.

CAMDEN MOTORS.—Rover 10hp saloon, 1937, just fitted reconditioned engine, splendid mechanical order, all new tyres; £365.

CAMDEN MOTORS.—Rover 10hp saloon, 1938, very nice example, coachwork in lovely condition, outstanding engine; £385.

CAMDEN MOTORS.—Rover 10hp saloon, 1939 black, brown leather, very clean condition, spotless upholstery, very moderate mileage, excellent tyres; £595.

CAMDEN MOTORS.—Rover 10hp saloon, 1939, similar model to above but somewhat higher mileage, finished duo blue with blue leather; £515

CAMDEN MOTORS.—Rover 10hp saloon, 1946-7, late property wealthy London professional gentleman, literally looks like brand new, superb engine; £795.

CAMDEN MOTORS.—Rover 10hp saloon, 1948, 5,600 miles, unmarked; £975.

CAMDEN MOTORS.—Rover 12hp saloon, 1936, clean, sound condition and a good runner, above average performance; £245.

CAMDEN MOTORS.—Rover 12hp saloon, 1937, original black finish, quite well maintained, interior very clean, typically good Rover performance; £365.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1938, splendid condition for the year, runs outstandingly well, all new Goodyear tyres; £445.

CAMDEN MOTORS.—Rover 12hp sports saloon 1938, excellent engine, recently re-serviced extensively, two owners only; £485.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, stored for some time, moderate use, taxed half rate, unique opportunity; £550.

CAMDEN MOTORS.—Rover 12hp saloon, 1940, original clean condition, late type features as post-war example, makers' discs with chromed embellishers; £575.

CAMDEN MOTORS.—Rover 14hp special sports 4-seater coupe, scarce model, modern instruments and very attractive body, runs particularly well; £195.

CAMDEN MOTORS.—Rover 14hp saloon, 1937 good mechanically but cellulose rather dull, excellent opportunity for enthusiast; £295.

CAMDEN MOTORS.—Rover 14hp sports saloon 1938, special 4-light model, excellent appearance, good engine, fitted 4 new Michelins; £480.

CAMDEN MOTORS.—Rover 14hp sports saloon 1939, original finish black, with brown hide interior, fitted twin windscreen demisters, pass lights and other extras, engine just decoked; £550.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1940, could easily be mistaken for post-war model really immaculate example with late type features as 1947 Rover; £645.

CAMDEN MOTORS.—Rover 14hp saloon, 1947, as new, one very careful owner since new, speedo 11,900 miles; £985.

CAMDEN MOTORS.—Rover 16hp foursome drop head coupe, 1939-40, most outstanding and scarce example, Salmons Tickford coachwork, very fine mechanically; £595.

CAMDEN MOTORS.—Rover 16hp sportsman's saloon, 1939, cellulose in outstanding order, all new Dunlops, extras, radio, etc.; £585.

CAMDEN MOTORS.—Rover 20hp special sportsman's saloon, 1937, almost unbelievable condition finished black, brown leather, performance really remarkable, will cruise at very high speeds; £445.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds.—Largest stock of fully guaranteed used Rovers in the country, over 70 models in stock; write for 18-page post free list; easy and confidential hire purchase, part exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. station, frequent trains from Euston and Watford take only 50 mins., or by road just under 4 miles from main A.5 Watling Street; fares refunded to purchasers from any part of the country. [1527

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

ROVER MISCELLANEOUS

TICKFORD, Ltd., offer:—

1948 75 Rover 6-light saloon, 11,000 miles, black, red leather, excellent condition.

1948 (Oct.) 60 Rover sports saloon, 6,000 miles, black, grey leather.

1947 (July) 16 Rover sports saloon, 3,000 miles, black, fawn interior.

1948 (Jan.) 16 Rover 6-light saloon, 4,000 miles, black, brown leather, excellent condition.

1947 Rover 12 6-light saloon, 5,000 miles, grey, excellent condition.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [1211

McKINNON MOTORS, Ltd., offer:—

1948 Nov. Rover 75 6-light saloon, black, red leather, one owner; radiomobile; 9,000; £1,475.

1948 Jan. Rover 12 sports continental four-seater, green, green leather, disappearing hood, Perspex screens, one owner; 5,000; £1,075.

ANOTHER, same description as above excepting mileage 17,000, and four new Dunlops and battery just fitted; £975.

1946 Sept. Rover 16 sports saloon, black, brown leather, mileage 10,000; one owner; the whole car in unbelievable condition; £995.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, nr. Croydon, Surrey. Established 1906. Tel. Wallington 3404. [1146

Rover Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
GREAT WEST RD. (Ealing 3477.)
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

WANTED, post-war Rovers, all models.—Send details to:—
ARNOLD G. WILSON, Ltd. 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0021

GATEHOUSE MOTORS are regular buyers of good clean Rover cars.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1419

CASH immediately for good Rover.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1558

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242 [0816

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285 [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—10, Bold St., Liverpool 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd. require low-mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7673

ROVER 12 or 14 hp 1938/40; must be immaculate throughout.—B. & H. Motors, South Mimms. Tel. South Mimms 2231. [1531

ALBERT PARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119 [2441

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

1939 or 40 12 sports saloon, bodywork must be good with no trace of rust; mechanically to pass Rovers for 10,000 miles without chance of trouble or breakdown.—Temple Bar 9254 or Frensham 289. [1838

Rover Spares and Service

R. P. POWELL (MOTORS) Ltd., East London main dealers for Rover sales service and spares.—321, Romford Rd. Forest Gate E.7. Maryland 4818-9 [0403

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681. [0268

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel Blackfriars 2302 [0555

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1 and will welcome enquiries in this connection from Rover owners. —Mayfair 5242. [0874

SINGER

CAR MART, Ltd.

1948 Singer Super 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1637

OVERSEAS CARS, Ltd.

1947-8 Singer 10 saloon, maroon, excellent condition throughout; £625.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9915

GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, red, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Museum 6611 [1343

1949 Singer Super 12 saloon, 6,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [9550

295 gns.—Singer 9 Oct. 1939 sports roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Singer 9 1932 model de luxe 4-door saloon, brown and fawn, sliding head, brown leather, good tyres, taxed; terms, exchanges.—Rowland Smith, below.

575 gns.—Singer Super 10 Nov. 1947 de luxe 4-door saloon, black, sliding head, good tyres, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1705

£570.—1947 (July) Singer Super 10 de luxe saloon, maroon, with leather upholstery, fitted radio, low mileage, superb condition.—Robbins, East Putney. Tel. 4581 [1011

1937 Singer 9hp saloon, 2-door de luxe, clean bodywork and nice leather upholstery; snip £125.—Doug as Car Sales, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Sta. 7352. [1739

10 hp saloon, 1947, one owner, low mileage, black with brown upholstery, faultless condition; £575.—Recommended by The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011 [1490

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0989

CASH immediately for good Singer.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1568

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Singers, all models.—Popesgrove 1035. [1591

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd. the London Singer distributors for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SPORTS CARS

BLAKES
THE Northern Sport and
RACING Car Specialists.
BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations
J. BLAKE & Co., Ltd.,
110 Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool [7472

B. & G. MOTORS offer:—

£175.—Riley 9 March special open sports 4-seater, taxed, black; this car has exceptionally attractive lines with sloping radiator, upswept scuttles, fold-flat screen, sloping radiator, etc., twin carburettor special series engine, runs exceptionally well.

£175.—Singer 9 Le Mans open 2-seater, choice of two, slab tank, stoneguards, 2 spare wheels, 5in rev counter fold-flat screen, etc., in remarkably good order throughout.

MANY other sports cars in stock from £95.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [1510

SCUDDER & WALL offer:—

1931 Bugatti type 46 5-litre sports saloon, recent £280 overhaul, £325, sensible offer; Ansaldo chassis type 4C 12/50 ohc engine, complete with radiator, bonnet, scuttle, instruments, head lamps, two new tyres, etc., basis for special, £30; Riley 9 Mark IV with special open tourer body, a real pippin, sample type mudguards, etc., a really beautiful little motor; 1932 S.S.I. 20hp 4-seater open sports, exceptional condition, £75; part exchanges welcomed.—Office, c/o 33, Marylebone Lane, Wigmore St., W.1. Welbeck 6065. [1800

DICKS CAR SALES offer:—

1949 (November) Austin Humming Bird sports 2-seater, 1,500 miles; only £575.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [1619

ACLAND & TABOR, Ltd., offer:—

1947 Healey, 7,000 miles, special streamlined 2/4-seater, with removable saloon top, extremely attractive and unusual car; £1,250.
APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [1313

£250.—Frazer Nash-B.M.W. 1936 2-litre d.h.c., 1944 engine.—Dr. Malleson, 49, Fitzroy Rd., N.W.1. Primrose 5307. [9367

CHIPSTEAD MOTORS, Ltd.—See our advertisements in this column next week. The Onslow Garage, 197 Fulham Rd., S.W.3. Tel. Flaxman 0952. [1357

SPORTS CARS

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [3577

BRIAN FINGLASS offers the following selected sports cars:—

£395.—Oct. 1936 Alvis Speed 20 d/h coupe, as new.

£325.—June 1938 Talbot 3½ Speed d/h coupe.

£295.—1938 Fiat 1,100cc pillarless saloon, excellent throughout.

£150.—1934-5 Singer Le Mans sports 4-seater.

£135.—1933 Wolseley Hornet special sports 4-seater, exceptional.

BRIAN FINGLASS, Bugatti sales and service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [9567

1931 Wolseley Hornet open 4-seater, colour green, tonneau cover, very good condition; £90.—THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [1587

£350.—Siddeley Special sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [9733

ONE new Humming Bird car for sale; price £350.—App y Pippbrook Garage, London Rd., Dorking. Tel. Dorking 3891-2-3. [1935

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

BENTLEY 3-litre Red Label tourer by Vanden Plas, 1925, £250; 1938 3½-litre S.S. Jaguar 100, 2-seater, 26,000 miles, £425; 1929 Alvis Silver Eagle tourer, £70; 1939 Peugeot type 402B, Legere all steel streamlined saloon, £225; 1933 Riley 9 Gamecock, £180; 1933 Riley 9 Ascot drop head, £130; immediate insurance, hire purchase, on all cars. [1885

SPEEDSTERS, Ltd.—Mercedes-Benz supercharged SSK short chassis 2-seater, with the larger blower, striking roadster body, superlative condition.

SPEEDSTERS, Ltd.—£10 tax; low chassis Invicta, completely rebuilt from stem to stern, attractive 3-seater supersports body in blue and silver.

SPEEDSTERS, Ltd.—A.C., Aston Martin, Alfa-Romeo, Atalanta, Bentley, B.M.W., Bugatti, Cord, Frazer Nash, Invicta, Mercedes, M.G., Minerva, Vauxhall.

SPEEDSTERS, Ltd.—Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [1318

RACING engine, Jap 880cc twin, as fitted to Cooper racing cars, one of the fastest engines in the country; just been completely overhauled; £165.

CLOCK TOWER GARAGE, 89 & 90, North St., Brighton. Brighton 9343-4 (2 lines). [1258

SERIES 2 special Club foursome coupé, reconditioned engine, clutch and gear box, new crown wheel and pinion, immaculate coachwork, black with brown hide interior, all new tyres, taxed and ready to drive away.—Paddington 0385. [1874

RILEY 1932 Alpine 14/6 saloon, very good condition mechanically, reconditioned engine, rewired throughout, body very sound, resprayed 1949; £150.—Beard & Son (Motor Engineers), Ltd., 38-42, Abingdon Ave., Northampton. Tel. 1426. [1355

3-litre Lagonda tourer, 1930, probably best preserved of this classic type in existence; cruising 60-65 m.p.h. without effort, maximum over 80 m.p.h.; taxed; any reasonable trial; £220.—Fairman, Holly Lodge, Worth, Sussex. Tel. Pound Hill 3128. [9373

AUSTIN Nippy, resleeved engine, Michelin low pressure tyres, special rims, aluminium copper interior panels, excellent condition throughout; extras, petrol, insurance, 45 m.p.g., going abroad; £195 or best offer.—669, High Rd., North Finchley, London, N.12. [1768

£205.—12hp M.G. Magnette sports 4-seater saloon, manual gear box; £175, S.S. 16hp sports 4-seater, excellent coachwork; £125, 20hp Sunbeam, specially fitted all steel Talbot coachwork; also many small horse power coupes and saloons from £65; all cars on drive away hire purchase terms; see also Alvis.

ALTON GARAGE, the Alvis people, Upbrook Mews, Craven Rd., Paddington 0385. [1873

£365.—1937 S.S.100 2½-litre, an exceptionally well-maintained specimen of this famous make; this car is cellulosed lavender grey with blue leather interior, aero screens, spare wheel cover and fitted special exhaust system; the engine is in exceptional condition, oil consumption negligible and petrol consumption 20mpg, 5 very good tyres, and all equipment very good.—Tel. Wanstead 8313. [1869

THE following car has been constructed to a clients' order, who now cannot take delivery: Hudson chassis shortened to 8ft 6in, 2-seater alum. body, very brief blade wings, quickly detachable, G.M.C. armoured car engine, 4¼-litre, 6-cylinder (3 25/32×4in), close ratio, overdrive gearbox (3.3 and 4.1; top and overdrive), Servais silencer, new radiator block, 10in Marchal headlamps, 2 new 6-volt batteries, requires wiring, hand brake, screen and instruments; performance is colossal (no speedometer therefore no performance figures available); to be cleared as it stands at £325.—Molyneux & West, Ltd., Urmston, Manchester. [1931

FAMOUS track and road racing Talbot, ex-Brian Lewis, reg. No. GO-52; this well-known car was one of a team prepared by Fox & Nicholl for both outer circuit and long-distance road racing; original and complete, even down to the streamlined spring fairings, four-seater pointed tail racing body in excellent condition; there are 45 gallons of Ethixin in petrol tank; maximum road speed 100 mph on pool with the low compression pistons, or with higher compression speeds in excess of 110 mph can be obtained; manual gearbox open to any examination; photos to genuine enquirers; sell, or part exchange for small car or Bradford utility.—Full details and history from J. A. Chapman, Redcot, Dodleston, Cheshire. Tel. Kinnerton 247. [1158

Sports Cars Wanted

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. [1880

Sports Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Sports cars.—320, Euston Rd., N.W.1. Euston 1212. [0972

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

CHARACTER CARS

URGENTLY require to purchase vintage sports cars. Please send details and photograph to the address below for immediate attention; distance immaterial.

CHARACTER CARS, Queens Garage, Queens Rd., Wimbledon, S.W.19. Liberty 3063. 10 minutes Wimbledon Station (S.R. and District). [1799

£700 to £800 for best Allard, Hurricane, Healey, Lea-Francis, Triumph offered; must have golf club accommodation; Yorkshire.—Box 2480 [1843

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

195 gns.—S.S.I. 1935 16hp Airline sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1706

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

TIMMS MOTORS offer:—

1948 Standard 8 saloon, black, small mileage, exceptional condition; £500.—TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. [1801

WEMBLEY COURT MOTORS offer:—

1946 Standard 8 saloon, black, condition as new throughout, any trial; £425.—High Rd., Wembley. Arnold 5221-2. [9069

1947 Standard 8, 23,000 miles, taxed year; £395.—ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [1875

1939 Standard 8 de luxe saloon, immaculate throughout; 269gns.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [1392

1948 Standard 8 tourer, 14,000 miles, condition absolutely immaculate; £465.—RONALD KENT (COACHBUILDERS), Ltd. Coal Wharf Rd., W.12. Tel. Shepherd's Bush 2231. [1791

1948 Standard 8, low mileage, perfect condition, first registered December, 1948; £450.—CHIPPERFIELD'S Circus and Zoo, R.A.F. Station, Lasham, Nr. Alton, Hants. [1264

STANDARD 8 saloon (Dec. 1946), black, one owner, low mileage, perfect order; £450; h.p. arranged.—Below

STANDARD 8 tourer 1948, one owner, grey, 12,000 miles, as new; h.p. arranged.—SIDCUP ROAD GARAGE, 550, Sidcup Rd., Eltham, S.E. Tel. Eltham 3834. [1132

CASS'S MOTOR MART.—1946 October Standard 8 saloon, grey, excellent written guarantee.—5, Warren St., W.1. Eus. 4110. [6662

STANDARD 8hp saloon, absolutely as brand new, mileage 1,300 miles; accept £575.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7701

1948 (April) Standard 8 tourer, equal new, black, guaranteed 7,900 miles; £447/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith Riverside 2837-8. [1348

495 gns.—Standard 8, Dec. 1948, saloon, fawn, sliding head, one careful owner; 11,000 miles; practically new condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—Standard 8, July 1946, de luxe saloon, black, sliding head, fawn leather, small mileage, unworn tyres, exceptional condition; taxed, terms, exchanges.—Rowland Smith, below:—

275 gns.—Standard 8, 1939, de luxe saloon, black, brown leather, very good condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Standard 8, 1939 tourer, grey, blue upholstery, unworn tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041 [1713

STANDARD 9

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe saloon, black, excellent condition; £285.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6931

95 gns.—Standard 9, 1933 4-door saloon, black, sliding head, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1714

STANDARD 10

£299.—1939 Standard Super 10 4-door de luxe saloon, black, brown hide, £180 overhaul.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1888

1937 model Standard Flying 10, fitted with brand new engine, recellulosed black, interior red leather, in first class condition; £265.—MAGDALEN MOTORS, Standard Specialists 311, Trinity Rd., Wandsworth, S.W.18. Bat. 5573. [1784

1936 Standard Flying 10 saloon with large coach-work, recent £40 overhaul, new valves, guides, brakes relined, rear Rotofloⁿs, new tyres, heater, demister, fully taxed for year, all petrol; £220.—54, High St., Steventon, Berks. [1262

£295.—Standard 10 1939 4-dr. sln., original paint, excellent condition, leather, sldg. roof, exceptional engine; choice of 1938; many others.—Benmotors, 1 Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [1206

STANDARD 12

H. A. SAUNDERS, Ltd., offer:—

1947 Standard 12 saloon, black/red; £675.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1544

McKINNON MOTORS, Ltd., offer:—

1947 Dec. Standard 12 saloon de luxe, maroon, beige leather throughout, 3,300 mileage, superb car; £725.—McKINNON'S, Langham House, 3, Stafford Rd., Wallington, nr. Croydon, Surrey. Established 1906. Tel. Wallington 3404. [1147

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 Standard 12hp de luxe saloon, grey, blue leather upholstery, coachwork, mechanical condition and tyres as new, moderate mileage; £750.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [1584

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, l.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3963

GATEHOUSE offer 1948 Standard 12hp saloon, fitted radio, as new; £775.—GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1416

1947 Standard 12 d.l. saloon, fitted radio, black, green, spotless; £575.—MAGDALEN MOTORS, Ltd., Standard Specialists, 311, Trinity Rd., Wandsworth, S.W.18. Battersea 5573. [1783

1947 Standard 12 black saloon, exceptional condition throughout; cash or £135 deposit, balance 1, 2 or 3 years.—JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 2276-7. Insurance Dept., Putney 8241 and 7450. [8854

SEPT. 1946 Standard 12 saloon, grey, Masteradio, owner going abroad; £497.—Wareing, Coombe Cottage, Sturminster-Marshall, Dorset. [9665

1939 Standard 12hp 4-door saloon, one owner, 100% condition, black, red leather; £385.—Douglas Car Sales, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Sta. 7352. [1736

225 gns.—Standard Flying 12, May 1936, de luxe 4-door saloon, duo-grey, sliding head, red leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1715

STANDARD 14

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black/red, 6,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1543

JOE THOMPSON (MOTORS), Ltd.

1948 (June) Standard 14 saloon, colour black, fitted radio, immaculate condition; £725.—JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4858. [8964

STANDARD 14 1948 saloon, grey blue, 15,000 miles, one owner, all basic, excellent condition; £725.—Tel. Hurstway 2667. [1178

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, black-red leather, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1344

1948 Standard 14hp saloon, black, blue leather, 10,000 miles, one owner; £765.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [4858

1939 Standard 14 touring saloon, similar to post-war model, excellent condition throughout; Also 1938 Standard Flying 14 saloon, recommended.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [8428

1948 (August) Standard 14 saloon, grey-red leather, one owner, 13,000 miles.—C. A. Peto, Ltd., 42 North Audley St., W.1. Mayfair 3051. [5217

STANDARD 14 saloon, finished black, 16,000 miles, first registered late 1947; £675.—Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [1482

£425.—Rather scarce model, 14hp Standard drop head coupe, 1939, straight across seats, outstanding appearance, finished in deep maroon, spotless leather upholstery, excellent performance, guaranteed in writing.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [1526

STANDARD 14 saloon 1939, smart black car, carefully treated by country gentleman in whose hands it has been since 1940; taxed to Dec. 1950; £375; inspection welcomed.—Write G. Gross, Hotel Vanderbilt, 76-86, Cromwell Rd., S.W.7. [1161

STANDARD VANGUARD

TOM GARNER, Ltd., offer:—

1949 Standard Vanguard saloon, green with maroon leather, radio, heater, etc., 8,000 miles.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1243

DAGENHAM MOTORS, Ltd., offer the following car:

1949 Standard Vanguard saloon, gunmetal, red upholstery, heater, radio, 2,000 miles.—56, Park Lane, W.1. Regent 4866. [1646

1949 Standard Vanguard saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2551

VANGUARD, 1949 (champagne), radio, heater, 32,000 miles, tax paid, in spotless condition; £935, no offers.—Cadle, 396, Hatfield Rd., St. Albans. [1246

1949 (Jan.) Standard Vanguard, champagne, mileage 10,000, radio and heater; £965.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1649

STANDARD Vanguard, finished grey with red leather, heater, radio, moderate mileage, in faultless condition throughout; trade and part exchange, enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [9662

STANDARD VANGUARD

1949 (January) Standard Vanguard, green, leather upholstery, fitted radio, heater, 6,000 miles, can be seen and tried at—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9682

STANDARD MISCELLANEOUS

CAR MART, Ltd.

1948 Standard 8 saloon, 12,000 miles; £515.

1947 Standard 8 saloon, 20,000 miles; £425.

1948 Standard 12 drop head coupe, 7,000 miles; £825.

1948 Standard 14 saloon, 5,000 miles; £835.

1947 Standard 14 saloon, radio, 12,000 miles; £715.

1949 Standard Vanguard saloon, choice of two.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1638

£365—1939 Standard drop head coupe, reconditioned, immaculate.—Duncan, 23, Ensor Mews, S.W.7. Kensington 7873. [1730

CARRS AUTO SALES, Ltd. Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0989

LOW mileage Standard 8 coupe wanted.—Hunt, 33, Lower Park Rd., Hastings. [1743

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28627-8. [0216

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Standards all models.—Popesgrove 1035. [1590

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S & T

SERVICE and spares for all models.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114.

STANDARD and Triumph spare parts, place your orders with John Kaye (Leeds), Ltd., 18, New York Rd., Leeds, 2. [0301

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelroas Garage, Highbury Gardens, N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182 [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Standard owners.—Mayfair 5242. [0870

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0002

BROADFIELDS GARAGE & ENG. Co., Ltd., North London Standard specialists; comprehensive stock of spares; write or telephone; enquiries given prompt attention; collection and delivery North London, and despatch to any part of country; Rotofio shock absorber distributors; sole distributors for Perfit loose seat covers in Bedford cord, felt and worsted weave; prices and patterns on application; large stocks in various colours.—Standard House Cockfosters, Herts. Tel. Barnet 7301-2-3. [0316

STEYR

£425—Steyr drop head 1939 18hp, superbly finished in duo colour, red and grey, chrome as new, tyres 100%, new hood, twin spares, four-wheel independent suspension, mechanically faultless, really wants seeing; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [1210

STUDEBAKER

COOMBS & SONS (GUILDFORD), Ltd.: offer:—

1936 (July) Studebaker President 30hp Salmons cabriolet, black; £250.—Portsmouth Rd., Guildford. Tel. 62907. [7577

1939 Studebaker Commander 4-door saloon, 27hp, in magnificent condition throughout, steering column gears, right-hand drive, fitted heater, overdriver, etc., engine reconditioned recently; genuine value, £495.

B. A. ROLFE & Sons, Ltd., Romsey, Hants. Tel. 3562. [1265

1939 Studebaker Commander, exceptional condition, one owner, fitted heater, defroster, hill-holder, Rotofio shock absorbers, Marchall head lamps, three latest Dunlops and tubes two months ago, one unused, reason selling 1950 car delivered; seen Chichester, London, £525.—Fowler, 5, Highlands Heath, Putney [1183

Studebaker Cars Wanted

1939-1947 low-mileage Studebaker required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588 [9556

SUNBEAM-TALBOT

CAR MART, Ltd.

1948 Sunbeam-Talbot 90 sports saloon, 5,000 miles; £1,285.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1639

TOM GARNER, Ltd., offer:—

1949 Series Sunbeam-Talbot 90 sports saloon, gunmetal with grey leather, heater, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1244

WARWICK WRIGHT, Ltd., offer:—

1948 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 7,000 miles; £1,225.

1948 Sunbeam-Talbot 90 saloon, black, fawn leather, 9,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1661

1948 Sunbeam-Talbot 2-litre; £895.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [1832

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 2-litre saloon, ruby-fawn cloth, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10 saloon, black-brown lthr., exceptional.—Below.

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10 saloon, grey-grey cloth, 11,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [1345

1939 Sunbeam-Talbot 10hp saloon de luxe, black with brown leather upholstery, very exceptional condition; £495.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560. [9735

1939 Sunbeam-Talbot 3-litre coupe, good condition, radio.—County Garage, Gerrards Cross. Tel. 2279 and 3725. [1901

1948 Sunbeam-Talbot 10 saloon, 7,000 miles, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [1289

1949 Sunbeam-Talbot 90, finished satin bronze, red leather; £1,175.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [1816

1949 Sunbeam-Talbot 90 sports saloon colour green with brown leather upholstery 7,000 miles, immaculate throughout.—Denham Service Station, Denham. Tel. 2266. [1796

1949 Sunbeam-Talbot 80 saloon, red leather upholstery, satin bronze coachwork. H.M.V. radio, Gallay heater, 7,000 miles, private owner; £1,195.—W. M. Jelks. Tel. North 2747. [1926

1948 (Jan.) Sunbeam-Talbot 10hp de luxe saloon, one owner, guaranteed 5,000 miles, as new; £825.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [1600

495 gns.—Sunbeam-Talbot 1939 3-litre de luxe 4-door saloon, gunmetal, sliding head, grey leather, wheel discs, twin wind-tone horns, recent £130 engine overhaul, excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1707

£585!!!—A genuine one-owner Sunbeam-Talbot 10hp saloon, 1940, with a warranted mileage of 28,000 only since new and in such condition that it is literally superior to the average post-war example; the care and attention of this car have been the sole hobbies of the late owner, an elderly retired country gentleman of means, and the sole reason for availability is the long-awaited arrival of a brand new Sunbeam-Talbot 90; first deposit secures this most outstanding example; several other slightly higher mileage models in stock at prices from £425.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.—Over 250 cars in stock; write for 18-page, post-free list; easy and confidential H.P. facilities; part exchanges; cars delivered free anywhere in the United Kingdom; near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles off main A5 Watling Street; fares refunded to purchasers from any part of the country. [1518

Sunbeam-Talbot Cars Wanted

RR

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

1938-9 Sunbeam-Talbot or Talbot 10hp saloon, good condition and appearance; cash if reasonable.—Windsor 1665. [1177

CHARLES RICKARDS, Ltd., wish to purchase good used Sunbeam-Talbot cars.—56, Bayswater Rd., London, W.2. Paddington 1820. [1232

Sunbeam-Talbot Cars Wanted

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3335.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

URGENTLY required, good pre-war Sunbeam-Talbot.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1560

CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 44558. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

EXCHANGE with cash adjustment, 1949 M.G. type T.C. 2-seater, as new, 600 miles only, for similar mint condition small saloon of 1½-litre M.G. or Sunbeam-Talbot class.—Crosby, Neasham, Nr. Darlington. [1726

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0519

TALBOT

TALBOT 1937 3½-litre saloon, good order; £275.—7 Ormesby Way, Kingsbury. [1148

R. F. FUGGLE, Ltd., offer for sale the following Talbot cars, all of which have our absolute recommendation:—

1936 105 Speed sports saloon.

1935 110 James Young 2-door saloon.

1935 Long 75 6-light saloon.

1933 95 6-light saloon.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [1314

1934 Talbot 105 drop head foursome coupe, taxed, guaranteed; £175; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7760. [1464

1937 Talbot 75 sports saloon, fitted discs, beautiful condition, owner going abroad; £250.—Wareing, Coombe Cottage, Sturminster-Marshall, Dorset. [9864

345 gns.—Talbot 10 1938 model foursome drop head coupe, black, blue leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Talbot 10 1936 sports saloon dark green, sliding head, green leather, good condition, taxed; terms, exchanges.—Rowland Smith below.

325 gns.—Talbot 1936 3½-litre 4-door sports saloon, black, sliding head, blue leather preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1708

1938 3-litre Talbot, exceptionally clean, one owner, open to any trial and examination, accept £435.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7703

1935 105 sports tourer, laid up many years, total mileage 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur; £275.—Campbell Symonds, Wembley 6262. [1276

TALBOT 18hp saloon de luxe, 1937, magnificent condition throughout; quality car at ridiculous price; £325; terms, exchanges.—B. & H. Motors, Bignell's Corner, South Mimms, South Mimms 2231-2. [1530

1938 10hp drop head coupe, Sunbeam-Talbot engine 1948, special coachbuilt body, smart, attractive car in excellent condition, 9 months' petrol; £375.—Pusey Garage, St. Giles, Oxford. Tel. 4400 [1735

1934 Model 14hp Talbot 65 four-door saloon; good mechanical condition, bodywork virtually unmarked; very comfortable and 27 mpg; £110.—J. Higgins, Brooklands, Sunbury-on-Thames. Tel. 2509 [1772

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only synchromesh, Andre telecontrols, Philco radio, and many other extras, looks and runs as new; £575.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5814. [6560

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2000 Roadster 5,000 miles; £985 (B.M.T.A. consent).

1948 Triumph 1800 Town & Country saloon, 6,000 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1640

TOM GARNER, Ltd., offer:—

1948 Triumph 1800 razor edge saloon, black with beige leather, H.M.V. Radiomobile, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1245

TRIUMPH

NEWNHAMS, Ltd.

1949 2000 model Roadster, bronze, under 2,000 miles, B.M.T.A. consent.

1947 1800 saloon, grey with blue, very carefully used; £895.

1939 1½-litre Dolomite sports saloon, very exceptional car; £435.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1648

HAROLD RADFORD & Co Ltd.

1948 (July) Triumph Roadster in grey with blue leather upholstery, 7,500 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8284

CHARLES FOLLETT, Ltd., offer:—

1949 Triumph razor-edge saloon, gunmetal, grey leather, one owner, 10,000 miles, condition as new; £1,150; free of Covenant.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [1609

McKINNON MOTORS, Ltd., offer:—

1949 (Jan.) Triumph 2000 Roadster, green, red leather, twin fog lamps, twin built-in side lights, twin mudguard driving mirrors, chromium 4 badges bar, chromium radiator cap mascot, chromium exhaust pipe, brake efficiency indicator, Rimbellishers, 6,000 miles; one owner; the most immaculately kept roadster on the road; a shining example of correct maintenance; £1,025.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, nr. Croydon, Surrey. Established 1906. Tel. Wallington 3404. [1145

GUY SALMON AUTOMOBILES offer:—

1948 Triumph Roadster, low mileage, fitted heater, in outstanding condition; £885.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [1818

1949 Triumph saloon, black, superb order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1354

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd. Enfield. Howard 1631.

1947 Triumph 1800 saloon, black, red leather; £825.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1324

DEC., 1948, Triumph 1800 razor-edge saloon, 1 owner, 10,000 miles, as new; £1,050.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [1389

DOLOMITE Triumph sports saloon, exceptionally smart in black, very well maintained; 295gns.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [1203

1947 (May) Triumph Roadster, metallic grey, blue leather, one private owner; £775.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1323

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 razor edge saloon, black, 15,000 miles, radio heater.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 razor edge saloon, black, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, cream-blue leather, 6,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Triumph 1800 Roadster, black-blue lthr., 5,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1346

CASS'S MOTOR MART.—1948 Triumph Roadster, black, written guarantee.—5, Warren St., W.1. Euston 3523. [9298

1949 Triumph Roadster, champagne and rust 11,000 miles, in beautiful condition, B.M.T.A. consent.

KEVILL-DAVIES & MARCH, Ltd., 41-42, Hays Mews, Berkley Sq., W.1. [9813

TRIUMPH 1949 2000 Roadster; just out of covenant; carefully used; as new; taxed year; full basic; £995.—P. L. Crowell, Paddington 4904. [1724

1948 Triumph Roadster, 9,000 miles; £910; see page 30.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [1397

1939 (June) Triumph Royal 16 Dolomite saloon, one owner, guaranteed; £325; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [1467

1939 Triumph (May) 14hp saloon, in excellent condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [1898

1949 Triumph Roadster, 2,000, champagne, registered June, loose covers; B.M.T.A. permission to sell; absolutely as new; list.—Bull, Tudor House, Neath, Glam. [1778

1948 (Dec.) Triumph razor edge saloon, grey with grey leather, 8,000 miles, absolutely immaculate; £1,025.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1650

495 gns.—Triumph Dolomite (July, 1940) 14-65hp Roadster coupe, Cambridge blue, blue leather, Ace discs, new hood, carefully used, excellent condition; terms, exchanges.—Rowland Smith. Below.

950 gns.—Triumph 1800 (Dec., 1948) razor-edge 4-door saloon, gunmetal, grey leather, H.M.V. radio-mobile, interior heater, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith. Below.

895 gns.—Triumph 1800 1948 Roadster, 13,000 miles, unworn tyres, very carefully used, practically new condition; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1709

TRIUMPH

1949 Triumph razor edge saloon, grey with leather upholstery, genuine 5,000 miles, H.M.V. radio, defrosters, licensed December, 1950, 1 owner, almost as new; £1,150.—Robbins, East Putney. Tel. 4581. [1811

14 hp Triumph razor-edge saloon, 1949 model, 3,700 miles only, one owner, car fitted H.M.V. radio, interior heater system; £1,195.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1495

£775.—Triumph razor edge saloon, November, 1946, polychromatic grey, with grey leather upholstery and loose covers, superb condition throughout, low mileage.—1, Central Parade, Surbiton. Elmbridge 8356. [1390

1949 (May) Triumph saloon, 2,000 model black, 6,000 miles, one owner, radio and heater fitted; price £1,090; B.M.T.A. permission to sell.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Kingston 3151. [1836

£845.—June 1947 Triumph 1800 razor-edge saloon, black, maroon leather, speedometer reading 21,000, truly immaculate condition; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate. Maryland 2534. [9684

£345.—1938 Triumph 16hp sports saloon, superb mechanical condition, steel dust cellulose unmarked; carpets, h/lining, etc.; all just as new.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station). Ambassador 1061-2. [1266

RAZOR edge Triumph saloon in metallic grey, fitted radio and heater, mileage 4,000 odd, date of registration 1949 (Jan.), offered in exchange for small mileage 10-12hp type saloon and adjustment; car seen at:—

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [1204

1949 Triumph Roadster 2,088cc, champagne/rust upholstery, mileage 4,500, just out of covenant; a beautiful car in perfect condition; seen Liverpool/Chester area; or elsewhere by arrangement; £995.—Gates, 74, Stanley Rd., Hoylake, Wirral, Cheshire. [1727

£395.—Triumph Dolomite 14hp sportsman's 4-door saloon, 1939, finished deep maroon leather interior to match, 5 almost brand new tyres, coachwork in outstandingly good order, excellent performance giving a really fast but safe ride, good brakes, steering and road-holding qualities, equipment includes twin Lucas passlights, twin wind tone loud soft horns, and all super de luxe equipment.

FIRST deposit secures this very desirable specimen.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [1528

Triumph Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd. Tottenham, N.15. [0182

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Triumphs, all models.—Popesgrove 1055. [1594

WANTED, 1946-48 1800 saloon, private purchaser.—Full partics. and price to Jones, 27, Westdown Drive, Thurmaston, Leics. Syston 86257. [1253

Triumph Spares and Service

S & T

SERVICE and spares for all models.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2 Maida Vale 9114.

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. [0342

UTILITY CARS

JACQUIER, Ltd., offer:—

1949 Ford 10 Martin Walter Utilecon, low mileage, very little use; £625.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7567

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman 10hp estate car, moorland grey, brown leather, 12,000 miles; £735.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1664

GUY SALMON AUTOMOBILES offer:—

1947 Austin 10 Utilicon, 19,000 miles, immaculate condition; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [1821

1947 Bradford Jowett with utility bodywork, low mileage, very clean; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [1817

CYRIL SHEPPARD offers Jowett-Bradford 1949 (Feb.) de luxe utility, 9,000 miles; £550.—Riseley Berks. Reading 83147. [1790

UTILITY CARS

1948 Jowett-Bradford de luxe Utility, low mileage, one owner.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [1299

£350.—Ford V.8 6-7-seater Utility, all-metal body, nice order throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [1294

1948 (June) Hillman Minx Estate car, Phase II, grey, 12,000 miles, immaculate; £685.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9691

1946 Bradford Utility, body by outside coachbuilders, 4 seats, beige and brown finish; £360.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [1426

1947 (Nov.) Hillman Minx Estate car, genuine mileage 10,000, maintained and carefully used only by ourselves.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [1318

1948 (June) Jowett utility, 11,000 miles only, with extra seats, like new; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [1897

1948 Bradford Utility, blue, genuine 9,800 miles, very carefully used, taxed year, 3 months' guarantee; £425.—Trinity Gars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [1516

STANDARD 14 estate car, finished grey with grey leather, small mileage, first registered June, 1948, exceedingly attractive; £775. — Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [1481

JOWETT Bradford utility van, 1948, fitted side windows and clear van floor, grey, brown upholstery, 4,200 miles only, unblemished, guaranteed; £525.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1497

8hp upwards, utilities in stock from £285; utilities built to own specification; own chassis if desired; any conversion carried out on any vehicle; keen prices.—Mitre Motors (Croydon), 39, 41 & 43, Canterbury Rd., West Croydon. [0025

TANKARD & SMITH, Ltd., offer 1947 Hillman Estate car, specially finished in black with brown leather upholstery, genuine 20,000 miles only, as new throughout, £595; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [1219

HAROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brake or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [5726

1948 A.C. shooting brake, perfect condition, mileage 13,000, fitted radio, good tyres, spare unused superb performance, maintained regardless of cost; sole reason for sale, new car available; any inspection or reasonable trial invited; £820.—H. K. Sutcliffe, Beech House, Fairfield, Hebden Bridge, Yorkshire. Tel. No. Hebden Bridge 364. [1922

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

VAUXHALL 10

1940 Vauxhall 10, recently overhauled; £360; see page 30.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [1401

1940 model Vauxhall 10 s/h saloon, black, green leather, 41,000 (genuine), private; £450, near. — Todd, Meadowcroft, Christow, Devon. Tel. 249. [1150

£300.—Vauxhall 10 1938 4-dr. sln., leather interior, sldg. roof, suspension excellent, good engine; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [1209

VAUXHALL 12

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall 12 saloon de luxe, 9,000 miles; £735.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1546

GLANFIELD LAWRENCE offer:—

1947 Vauxhall 12; £595.—407, High Rd., N.12. Finchley 0091. [1665

1946 Vauxhall 12 saloon, one owner, reconditioned engine, black, brown leather; £565.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1325

1937 Vauxhall 12 saloon, overhauled and repainted; £245.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [1119

1939 Vauxhall 12hp saloon de luxe, maroon, brown hide, in excellent condition; £345.—Vandervells, 315, Haverstock Hill, N.W.3. Primrose 4441. [1869

1939 Vauxhall 12 sun saloon, reconditioned engine just fitted, excellent bodywork, three months' guarantee; £385.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [1822

1940 Vauxhall 12 saloon, sun roof, black, blue leather, reconditioned engine just fitted; excellent value; £345.—Petersham Garage, Ltd., Petersham Mews S.W.7. West 4106. [6859

1939 model Vauxhall 12 de luxe saloon, black, in excellent condition, including tyres, paintwork; £355.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [1347

1948 Vauxhall 12, fitted heater, radio, twin hooters, oil-coil, cloth upholstery, whole car as new.—Robin Hood Garage (Anerley), Ltd., 97-99, Croydon Rd., Anerley, S.E.20. Tel. Sydenham 7066-7. [8914

VAUXHALL 14

DICKS CAR SALES offer:—

1948 Vauxhall 14 saloon, one owner, fitted radio; £775.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [1614

1937 Vauxhall 14 touring saloon, one owner, 39,000 miles, immaculate throughout; 279gns.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [1393

£775.—Vauxhall 14 (October, 1947) saloon, black, low mileage, indistinguishable from new.—Below.

£315.—Vauxhall 14 5-seater de luxe saloon, black, Ace wheel discs, outstanding condition.—Robbins, East Putney. Tel. 4581. [1010

VAUXHALL 1946 14hp black saloon, recently overhauled, excellent condition, 19,000 miles; £650.—Box 2523. [1914

VAUXHALL 14 1946 black saloon, 26,000, new engine, 5 new tyres, taxed year, many extras; £575, no offers.—Box 2522. [1913

1938 Vauxhall 14, one owner, excellent condition; £315.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [9125

VAUXHALL 14hp J type saloon, first registered 1948, small mileage.—Hazlemere Motor Co. W/A. Ltd., Waltham Cross 2275/6/7. [1574

1948 (July) Vauxhall 14 saloon, 9,000 miles, black, brown leather upholstery, spare wheel unused, excellent throughout; £750.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [1381

1948 Vauxhall 14 saloon, with radio, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9552

1946 Vauxhall 14 de luxe saloon, Florador blue, w/brown leather; immaculate; taxed; £610.—Spicers, Ltd., Greet St., S.E.1. Wat. 6393. [1785

1938 Vauxhall 14 Tickford drop head, overhauled; £315; see page 30.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [1402

1946 Vauxhall 14 saloon, immaculate condition, black, brown leather; £590.—Tice & Son, Ltd., Wimborne Rd., Bournemouth. Tel. Winton 2000. [1909

1937 Vauxhall 14 de luxe saloon, magnificent condition throughout, taxed, Philco radio; £325.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [1508

1947 Vauxhall 14hp saloon, black and brown, radio, heater, engine and brakes recently overhauled, excellent condition and appearance, one owner; £675.

DREW'S WOODGRANGE SERVICE STATIONS, Ltd., Romford Rd., London, E.7. Gra. 0288. [1933

14hp Saloon, 1946, Black, brown hide upholstery, exceptional condition, one owner, fitted several useful extras; £675.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1491

£325.—Magnificent 1938 Vauxhall 14 fixed head coupe, full 4-seater, bodywork literally as though just released from 1938 Motor Show, interior excellent, mechanically 100%, chrome work and detail refinements all meticulously maintained, whole vehicle absolutely outstanding and obviously the finest offered.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1721

VAUXHALL, WYVERN & VELOX

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1545

CHARLES FOLLETT, Ltd., offer:—

1949 Vauxhall Velox, black, brown leather, one owner, 7,500 miles, radio, heater, rimbellishers, two Notek fog lamps and other extras; £895.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [1608

WARWICK WRIGHT, Ltd., offer:—

1948 Vauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1662

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 model (Oct., 1948), Vauxhall Velox saloon, black, 6,500 miles, one owner, built-in radio; £845.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [1224

1948 (Nov.) Vauxhall Wyvern 12hp saloon, 8,000 miles only.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [1291

1948 (Nov.) Vauxhall Wyvern saloon, radio, one owner, 7,000 miles; £775.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [7357

1948 (Dec.) Vauxhall Wyvern saloon, 8,000 miles, black, brown, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [1214

H. M. BENTLEY & PARTNERS have available 1949 model Vauxhall Velox in black, with fawn leather, first-class condition; £845.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [6900

1949 Velox, black/fawn, leather upholstery, 7,000 miles, faultless condition; £845.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1496

VAUXHALL WYVERN & VELOX

1949 Wyvern saloon, black/fawn, low mileage, fitted radio and interior heater, faultless; £815.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [1498

VAUXHALL 25

1940 Vauxhall 25hp limousine, looking as new; £950.—Simpsons Motors (American car specialists), Wembley 3903. [1408

1939 Vauxhall 25hp 5-seater, black, blue leather upholstery, 20mpg; offers to—Jack Wingrove, Penn Rd., Hazlemere, Bucks. Tel. Penn 2320. [1938A

LIMOUSINES 1938/25hp Double Enclosed Grosvenor, leather throughout, widest occasionals, black, desirable condition throughout, certified mechanically, private. £895. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1460

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [0017

CAR MART, Ltd.

1947 Vauxhall 10 saloon, radio, 6,000 miles; £685.

1948 Vauxhall 12 saloon, 4,000 miles; £775.

1948 Vauxhall 14 saloon, radio, 10,000 miles; £795.

1948 Vauxhall Wyvern saloon, 9,000 miles; £795.

1948 Vauxhall Velox saloon, 2,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1641

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1939 Vauxhall 14hp, black, new engine, new axle, new suspension, radio, heater, covers, maps, spotlight, outstanding car.

1946 Vauxhall 14hp, black, 14,000 miles, faultless condition.

1947 Vauxhall 14hp, black, body completely as new, mechanically perfect.

1948 Velox, low mileage, absolutely as new condition.

1948 Wyvern, 7,000 miles, one owner, spotless appearance, mechanically faultless.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [1199

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

350 guineas.—1939 Vauxhall J type saloon, black, brown leather, a carefully used motor car in excellent condition; terms an l exchange.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [1826

CAMDEN MOTORS.—Vauxhall 10hp saloon, 1938, very clean maroon cellulose, coachwork unblemished, sound, economical engine, late owner claims 41 m.p.g.; £525.

CAMDEN MOTORS.—Vauxhall 10hp saloon, 1939, finished in silver-grey with red leather, outstanding example, engine extensively re-serviced; £375.

CAMDEN MOTORS.—Vauxhall 10hp saloon, 1940, an immaculate and genuine one-owner car since new, regularly serviced by main Vauxhall distributors, fitted radio, etc.; £415.

CAMDEN MOTORS.—Vauxhall 10hp saloon, 1946-7; first registered September 12th, 1946, one owner, unblemished dark blue finish, speedo reading 11,210 miles; £565.

CAMDEN MOTORS.—Vauxhall 12hp saloon de luxe, 1939, finished in original black cellulose with chromed flutes and brown leather interior, very genuine car in much above average condition, original log book, 2 owners only since new; £395.

CAMDEN MOTORS.—Vauxhall 12hp saloon de luxe, 1939; similar model to above, but slightly higher mileage; £375.

CAMDEN MOTORS.—Vauxhall 12hp saloon de luxe, 1948, virtually unmarked, 8,321 miles; £695.

CAMDEN MOTORS.—Vauxhall 14hp de luxe saloon, 1937, sound, reliable car, in very clean condition, 3 brand new Dunlops; £225.

CAMDEN MOTORS.—Vauxhall 14hp saloon, 1937, similar model to above, very good runner, but upholstery requires attention; £175.

CAMDEN MOTORS.—Vauxhall 14hp J-type saloon, 1939, clean black cellulose and interior, very good engine and tyres, unrepeatable price; £345.

CAMDEN MOTORS.—Vauxhall 14hp J-type saloon, 1939 model, but not registered until May, 1940; stored 4½ years; moderate mileage only; very outstanding condition, especially recommended and fully guaranteed; £395.

CAMDEN MOTORS.—Vauxhall 14hp saloon de luxe, 1946-7, in immaculate condition, negligible mileage, colour black, brown upholstery; £645.

CAMDEN MOTORS.—Vauxhall 18hp Velox saloon, December, 1948, condition literally as brand new, 4,210 miles, radio, heater, etc.; £845.

CAMDEN MOTORS.—Vauxhall 20hp 6-seater saloon, 1935, genuine bargain, sound runner, all good tyres, ready to drive away; £145.

CAMDEN MOTORS.—Vauxhall 25hp saloon de luxe, 1940, immaculate car, appearance would not disgrace post-war model, finished black, brown leather; £395.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2361 and 3115.—Over 250 cars in stock; write for 18-page, post-free list; easy and confidential H.P. facilities; part exchanges; cars delivered free anywhere in the United Kingdom; near main line L.M.S station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles off main A5 Watling Street; fares refunded to purchasers from any part of the country. [1520

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

VAUXHALL MISCELLANEOUS

HILLWOOD MOTORS.—1948 (December) Vauxhall de luxe, low mileage economical car; perfect riding comfort and performance; fitted radio, heater; £835.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [1806

PRIVATE buyers only and those on our waiting lists preferred are offered specially low-priced second-hand bargains, no traders please: Vauxhall 12hp and 18hp post-war saloons from £495; also pre-war Ford V8 saloon from £100; all thoroughly vetted.—Broadway Motor Co., 3/15, Russell Rd., Wimbledon (opposite Wimbledon Theatre). Liberty 2494 (Mr. Sullivan). Vauxhall and Bedford main agents. [0493

Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114, Wardour St., W.1. Gerrard 4363. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

GATEHOUSE MOTORS are regular buyers of good clean Vauxhall cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1420

CASH immediately for good Vauxhall.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1569

POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1458

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd 111a, Earls Court Rd., S.W.5. Frobisher 0063 0929. [0479

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490 Edgware Rd., London, W.2. Call, write or phone Paddington 0022. [0699

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BROADWAY MOTOR Co

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. Grams' Autospare Wimble. London. [0633

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

FOR Vauxhall mudguards, running boards 1935-9 — Brooks, 85, Queens Rd., Brighton. [0381

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. [0196

TORSION bars available for Vauxhall 10, 12, 14 and 25; stock deliveries, first-class production.

SUSPENSION units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp DX and J types.

PRACTICALLY all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

SPRINGS, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

BROMLEY & District.—Consult Davis & Hill Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634. [0440

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

VAUXHALL main dealers, specialists in repairs and servicing, immediate delivery of factory reconditioned engines, large stock of spares; also exchange service of reconditioned units, including suspension units.—Kingston Hill Motor Works, Ltd. Tel. Kingston 3116. [3842

VETERAN CARS

RENAULT, Phœnix, Minervia, Brennabor, Cadillac, etc., for sale.

WELHAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873 [0201

1924 Vauxhall 23/60 Malvern tourer, in running order, suitable for experimental or display purposes; nearest offer £40.—Box 2443. [1270

1899 Benz, certificate Veteran Car Club, overhaul costing £120 just completed, recently coach painted, spare cylinder and engine units, holes golds for London-Brighton, offers over £300.—Box 2487. [1850

VETERAN CARS

1907 Rover single-cylinder two-seater tourer, run in numerous R.A.C. Jubilee and V.C.C. events, perfect tyres and Stepney, ready drive away; £165.—Box 2488. [1851

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors for Wolseley cars.

1947 Wolseley 12hp saloon, black, brown leather upholstery, 12,000 miles, an immaculate car.

1946 14hp Wolseley saloon, green, brown leather upholstery, one owner, in immaculate condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1370

OVERSEAS CARS, Ltd.

1947 8hp Wolseley saloon, green, one careful owner, excellent condition throughout; £575.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9916

BROWNS for Wolseleys.

1939 Wolseley 12hp saloon de luxe, immaculate condition, reconditioned engine recently; £445.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9616

DICKS CAR SALES offer:—

1939 Wolseley 25hp saloon, one owner, positively unmarked; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [1620

WEMBLEY COURT MOTORS offer:—

1936 Wolseley 10 saloon, black, in excellent condition throughout, bargain; £225.—High Rd., Wembley. Arnold 5221-2. [9072

RUSSELL MOTORS (KNIGHTSBRIDGE) Ltd., OFFER the following:—

1947 14hp Wolseley saloon de luxe, colour black, brown leather upholstery; any trial.—47, Sloane St., S.W.1. Tel. Sloane 9288. [6573

1946 Wolseley 8hp saloon, black, good condition throughout; £495.

KENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [1592

£250.—1937 Wolseley 12 de luxe saloon, recent overhaul, hide interior unmarked.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1894

WOLSELEY 18hp, first reg. April, 1946, excellent condition; best offer over £600.—Box 2521. [1910

1948 Wolseley 8hp saloon de luxe, blue with brown leather, one owner, 15,000 miles, perfect; £625.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [1582

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel 3348. [0083

269 gns.—1937 Wolseley 10 de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd. Balham 1509. [9821

1939 Wolseley 14 saloon, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [4209

1946 Wolseley 18, indistinguishable from new, unregistered.—Hazlemere Motor Co. W/A, Ltd., Waltham Cross 2275/6/7. [1576

CASS'S MOTOR MART.—1939 Wolseley 16/65 saloon, black, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [5088

1948 Wolseley 12/48 saloon de luxe, 9,000 miles, one owner, year's tax, basic not used, as new; £875.—Crips, Footscray 3066/7. [1151

1947-8 Wolseley 14 saloon, low mileage and immaculate; £785.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [1507

5000 miles.—1948 (March) Wolseley 14hp saloon, black, brown leather; trade enquiries only, please.—Ernest Sutton, Cleeve Hill (Glos) 95. [1501

1947 1885 Wolseley saloon, new condition throughout, one owner, small mileage; £850.—Denhams Garage, Ltd., High St., Esher. Esher 3560. [1787

10hp Wolseley, 1946, genuine 15,000; taxed; one owner; absolutely perfect throughout; £575; consider part exchange any good 8hp.—Peck, South Muskham, Newark. [1762

WOLSELEY 14, 1935, air cushions, new battery, 2 spare Dunlops new; petrol coupons; £200; bought later model.—Southin, 61, Grafton Ave., Rochester. Tel. Strood 710511. [1752

£333.—1938 June Wolseley 14/56 de luxe saloon, immaculate black bodywork, interior brown leather, whole vehicle in outstanding condition, see this and compare with others.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1723

1947 (Nov.) Wolseley 18hp, first taxed September, 1948, superb condition throughout, black, brown leather, fitted loose covers, interior heater, 9,000 miles; £850.—Bis. 1385 (day) Edgware 3078 (evening). [1904

WOLSELEY

WOLSELEY Hornet special sports coupe, rebuilt and re-registered 1949, perfect condition; £155; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tulse Hill 7106. [9139

1949 (January) Wolseley 4/50 saloon, maroon, brown leather upholstery, 9,000 miles; £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1062

ROSE & YOUNG, Ltd., offer 1938 Wolseley 25hp saloon, black, large type body, ideal hire car; £350.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9020

£540 Wolseley 14/60 1939 saloon, black, just fitted works reconditioned engine, new tyres, shock absorbers, beautifully maintained, one private owner.—Robbins, East Putney. Tel. 4581. [1005

£525.—1947 model Wolseley 8 de luxe saloon; one owner; as new; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station.) Ambassador 1061-2. [1288

1939 Wolseley 14 Tickford drop head foursome, grey and blue leather, maintained regardless of cost, in absolutely immaculate condition both mechanically and bodywork; £450.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [9729

LIMOUSINE 1938/21hp, partition, 7-seater, leather throughout, immaculate, private. £535. Below.

LIMOUSINE 1947/1949, partitioned, black, 25hp, forward occasionals, genuine low mileages, immaculate (£10 tax). Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1459

Wolseley Cars Wanted

RSROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

CASH immediately for good Wolseley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1570

SELL your Wolseley to us; good cars urgently wanted all models.—Offord, 67, George St., W.1. Wel. 6899. [6571

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors urgently require late-type Wolseley.—Tel. Weybridge 233. [0540

BLAKE'S, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7737

1938 Saloon 21/25hp Wanted, sound mechanically, reasonable cost. Letters:—Roberts, 26, Sunny Hill, Hendon, N.W.4. [1447

7-SEATER Limousine 1935/20hp—also 25hp Series 3. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1446

Wolseley Spares and Service

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0386

MILL GARAGE (W. Jacobs & Son), Chigwell Rd., E.18. Wan. 0660. Wolseley spares and service. [0485

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhaul's coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and w.. welcome enquiries in this connection from Wolseley owners.—Mayfair 5242. [0872

MISCELLANEOUS CARS

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ENGLAND'S easiest hire purchase terms

1930 Bentley 37.2hp sports 2-seater; this car is a conversion from the original sports saloon in excellent mechanical condition and is at present being sprayed red body with black wings; sacrifice at £405.

1939 Lanchester 20hp saloon de luxe, black with red leather upholstery; this car is in really immaculate condition and represents a bargain to the specialist at £425.

1937-38 M.G. 18-80 sports saloon magnificent performance, resprayed black with brown leather upholstery overhauled and in new condition throughout; £395.

1946 Rover 12 saloon de luxe one owner, small mileage, in condition almost equal to new; £875.

1937 Rover 14 sports saloon, resprayed green with green leather upholstery overhauled and in really splendid condition throughout; £265.

1935 M.G. type P.A. sports 2-seater; this car has many extras, is in excellent mechanical condition and of remarkable appearance at £245.

1939 Morris 10hp 4-door sun saloon de luxe sea green with green leather upholstery, showroom condition and of high mechanical standard; £345

ALL cars are guaranteed

ANY car, motor cycle or van taken in part exchange

KING'S AUTOS. King's Autos King's Autos.

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ROBBINS, 98 Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

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200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities; no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles.

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HAROLD RADFORD & Co., Ltd. offer exceptional service in sale and maintenance of all cars.—Melton Court, S.W.7. Kensington 6642-3. [7187

H. SOLOMON & SONS, of Camberley, have the following high-class used cars for sale, all Grade 1 cars, fully guaranteed for three months:—

1949 Ford 8 saloon, 13,000 miles only, as new; £525.

1948 Austin A40 Dorset saloon, perfect condition, 12,000 miles; £795.

1947 Hillman Minx, grey, new engine, in first-class order; £575.

1947 Vauxhall 12 saloon, 5,000 miles, as new; £650.

H. SOLOMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years.) [1994

"THE Autocar Handbook: A Complete Guide to the Modern Car." Twentieth Edition. The completely revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full. Size 7½in×5in. 242 pages, over 280 illustrations. Price 5/- net. By post 5/4 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, S.E.1.

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RSROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996

MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

HIGH St., Watford, Herts. Tel. Watford 4491. [0185

GENUINE low mileage post-war cars wanted.

NUTT MOTORS, 43, North Rd., Brighton, 1. Tel. Brighton 5501. [9094

POST-WAR Humbers and Hillmans purchased for cash.

R. S. MEAD, 42, Queen St., Maidenhead Tel. M'head 2642. [6695

WE are cash buyers of all small h.p. post-war or pre-war cars. Best prices given.

THE WARREN MOTOR Co., 353-5, Euston Rd., N.W.1. Tel. Euston 7751. [1866

WANTED, 1946 or later Morris, Ford or Austin 8-10hp car; no dealers.—Reply Box 2524. [1918

WE will purchase your Morris for cash; all models urgently required.—Corbitt & Taylor, 26, Conduit Mews, W.2. Amb. 6049. [1366

PRIDE & CLARKE Ltd. offer immediate cash payment for any make or model; quotation by return.—158, Stockwell Rd. S.W.9. Bri. 6251. [0734

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JOWETT.—East Surrey's leading agents for Javelins and Bradford vans.—Carr Bros., High St., Purley. Uplands 4812. [0275

KINGSTON-ON-THAMES main agents for Jowett, Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [6620

ARNOLDS, of Manchester, main agents for Jowett cars.—William Arnold, Ltd., Upper Brook St., Manchester, 13. Ardwick 4361-7. [0669

WIMBUSH & Co., Ltd., 35, Headfort Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Sales, Abbey 6896

JOWETT main agents for Manchester.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Did. 3446-5340. Spares in stock. [0442

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KAISER FRAZER concessionaires for Great Britain, parts and service.—Steele, Griffiths & Co., Ltd., Camberwell Green, S.E.5. Rodney 2201-6. [0309

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CARDIFF.—Glamorgan and Monmouthshire distributors for the new Lea-Francis; enquiries invited to:—GLANFIELD LAWRENCE, 2, City Rd., Cardiff. Tel. 830. [0558

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CONWAY MOTORS.—Morgan distributors for the 3/W 4/4.—301, Goldhawk Rd., W.12. [0247

BASIL ROY, Ltd., Morgan distributors; orders now accepted.—161, Gt. Portland St., W.1. Langham 7733.

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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service, 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8811). [0257

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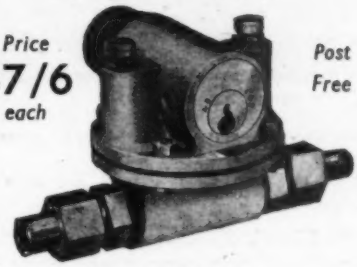

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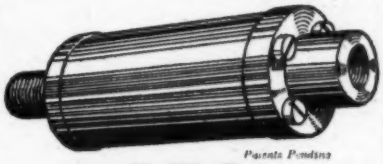

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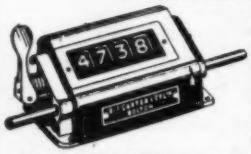

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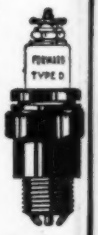

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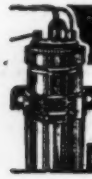

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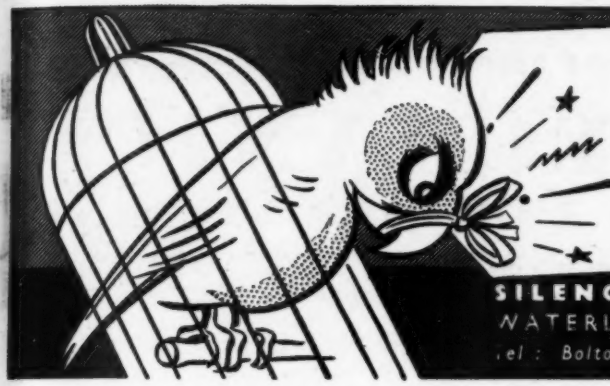

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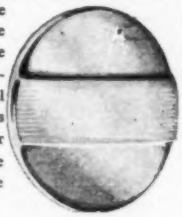

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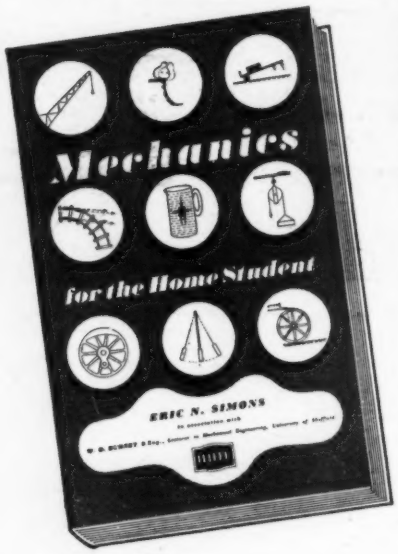

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